

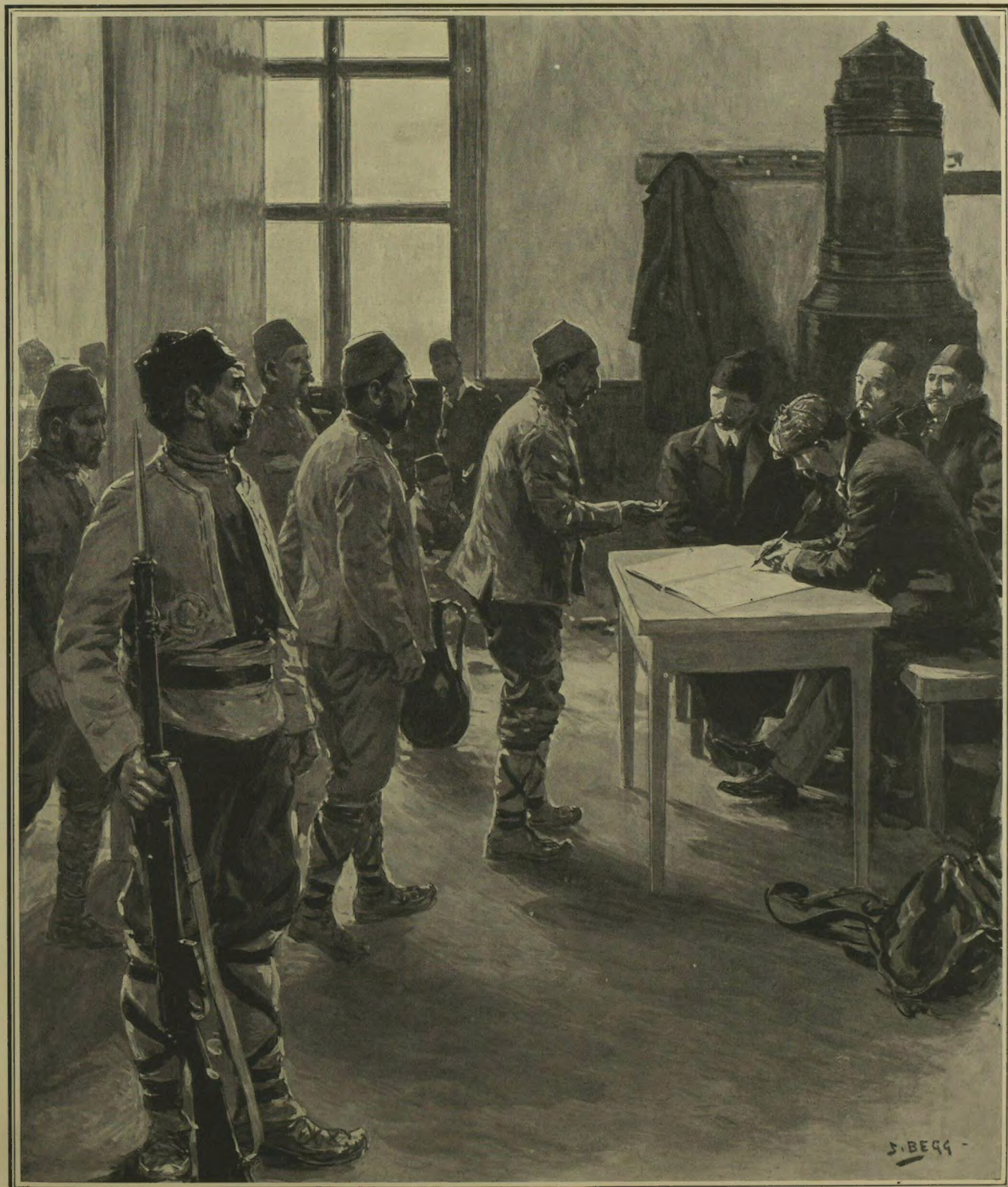
THE ILLUSTRATED LONDON NEWS

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No. 3838. VOL. CXLI

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THE ROLL OF THE CAPTIVES: TAKING DOWN THE NAMES OF TURKS MADE PRISONERS AT THE BATTLE OF KIRK KILISSE, IN THE BARRACKS AT STARA ZAGORA, HEADQUARTERS OF KING FERDINAND'S VICTORIOUS ARMY.

The great Bulgarian victory at Kirk Kilisse resulted in the taking of many prisoners; and it will be noted that the Bulgarians have been dealing with these in as orderly, as efficient, a manner as they have with the more serious side of the war. Hence the careful listing illustrated here, from a sketch, as we have noted, by Mr. Frederic Villiers, our Special Artist with the Bulgarians.

DRAWN BY S. BEGG FROM A SKETCH BY FREDERIC VILLIERS, OUR SPECIAL ARTIST WITH THE BULGARIANS.

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OUR TRIPLE SUPPLEMENT.

WITH this issue we include three distinct Supplements which should be of particular interest at the present time. One deals with the great Motor Exhibition at Olympia. Another is a large plate in full colours of a picture by the famous Bohemian painter, Professor Jaroslav Vesin, showing King Ferdinand of Bulgaria at manoeuvres of his army among the mountains. The picture might almost have been done during the war with Turkey, and it is made more interesting by the fact that the artist was attached to the Bulgarian General Staff for the campaign; he is also representing this paper. The third Supplement contains a number of illustrations of scenes and personalities connected with the war and the European situation.

Among the latter is a portrait of the British Foreign Secretary, whose part in the negotiations between the Powers is of such great importance. Sir Edward Grey, born fifty years ago, came to Westminster from Balliol, where, with other members of the Cabinet, he fostered the Liberalism he still serves. While the ideals that then inspired him have suffered the inevitable shocks of practical politics, he has never despaired of keeping both office and his principles. No Secretary of State goes entirely free of such reproaches as those levelled at Sir Edward in regard to the Chinese Loan, but the dark ways of the Foreign Office have never obscured his wide popularity. Approved by Imperialists for his attitude during the Boer War, and more recently for the wary eye he cast upon the German Navy, he is also counted "sound" by the opponents of his chief's Home Rule policy. His part in the Entente Cordiale and the Japanese alliance, on the other hand, shows him in his least provincial mood.

PARLIAMENT.

DEBATES on the Home Rule Bill were varied in the House of Commons on Nov. 1 by important discussions and decisions on the Criminal Law Amendment Bill for the suppression of the "white slave traffic." Power to arrest without a warrant was given to any constable. In Committee this power had been limited to specially detailed officers, but the House struck out the limitation. There was an earnest controversy on the clause providing for the flogging of men engaged in the white slave traffic. Against this provision strong and sentimental protests were made by several Members, but the Home Secretary declared the trade could not be stopped unless there was some punishment beyond imprisonment, and when a Member suggested that offenders might be deported, Colonel Burn said he would like to see them sent out of the country with the hall-mark of a British muscle on their back. The House decided by an overwhelming majority in favour of flogging, and a majority of four was given even for an amendment providing that this punishment might be inflicted for a first offence instead of only—as the Government proposed—in the case of a second, or subsequent offence. Lord Courtney, seated in the Peers' Gallery of the House of Commons, witnessed the partial success of the idea of proportional representation for the sake of which he left a Liberal Government twenty-eight years ago. It was suddenly introduced into the Home Rule Bill in connection with the Irish Senate. The original proposal was that the Senate should be nominated first by the Imperial Government, and subsequently by the Irish Executive; but the Ministry now proposed that after a period of Imperial nomination, the Senate should be elected by a system of proportional representation, their idea being that this would give more confidence to the Protestant minority. Although the new proposal excited little enthusiasm, except among the adherents to Lord Courtney's views, it was formally adopted without a division; but the Senate clause, even as amended, was voted against by the Unionists as a worthless safeguard. Captain Newman proposed, on the 4th inst., to introduce proportional representation in the election also of the Irish House of Commons. This was supported by Mr. Balfour and Mr. Bonar Law, as well as by a few Liberals, but the Government preferred to allow the Irish House of Commons in due time to settle the matter for itself, and the amendment was opposed by the Nationalists, Mr. T. P. O'Connor contending that proportional representation would introduce groups of faddists. Accordingly, it was rejected by a majority of 103.

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WOUNDED; AND PRISONERS: RED CROSS WORK; AND SENTRY-GO.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, ILLUSTRATIONS BUREAU, L.N.A. STAFF PHOTOGRAPHER, AND SHIRREFF.



BRITISH RED CROSS WORKERS WITH THE MONTENEGRINS; MAKING ROUGH BEDS FOR THE WOUNDED, AT ANTIVARI.



AFTER THEY HAD BEGUN THE CONSTRUCTION OF THEIR TEMPORARY HOSPITAL; A GROUP OF BRITISH RED CROSS WORKERS WITH THE MONTENEGRINS AT ANTIVARI.



IN AN OPEN TRUCK AND SITTING ON AMMUNITION; BRITISH RED CROSS WORKERS TRAVELLING IN MONTENEGRO.



GUARDED BY GRATINGS AND BY GREEK SOLDIERS; TURKISH PRISONERS AT LARISSA—LOOKING THROUGH BARRED WINDOWS.



MAKER OF FLIGHTS FROM MUSTAPHA PASHA AND OTHER PLACES; LIEUTENANT MILKOFF, AN AIRMAN OF THE BULGARIAN ARMY.



ROYAL COMPASSION FOR THE WOUNDED OF FRIENDS AND FOES; PRINCESS HÉLÈNE OF GREECE AT LARISSA.



AWAITING THE ARRIVAL OF THE BULGARIAN WOUNDED; AMBULANCE-WAGONS DRAWN UP OUTSIDE THE RAILWAY STATION AT SOFIA.

The photographs of British Red Cross workers with the Montenegrins at Antivari were taken on October 30, and arrived in London on November 5. In the first of the three given here members of the British Red Cross Mission are seen constructing rough beds for the wounded, each of an oblong frame of wood four inches deep with stout canvas tacked to it. In the third photograph is seen a lady wearing the Red Cross. The members of the party, journeying to the scene of their duties, had to cover some twenty miles sitting on an open truck which

was partly filled with ammunition.—Princess Hélène of Greece, wife of Prince Nicholas, and a Russian Grand Duchess, is doing excellent work at Larissa, whither thousands of wounded soldiers, both Greek and Turkish, have been brought in ox-wagons. She has the assistance of several English nurses.—Very little has been heard of the work done during the war by airmen, and there has been but one report of a Bulgarian airman being brought down by a Turkish gun. It may be taken, nevertheless, that a good deal of scouting has been done in the air.



BY G. K. CHESTERTON.

MISS DELIA MACDERMOTT, of 131, Vauxhall Bridge Road, has come to a conclusion. Her views are formed. There is no haze or mystery or atmosphere about her. It is refreshing in this sceptical age, which is like a house where everyone has lost something and wanders about looking for it, to find anyone who has found such a thing as a final reply. Mr. Bernard Shaw had remarked, very reasonably one would suppose, that if every section of society acted like the Suffragettes, complete anarchy would ensue. To which Miss Delia Macdermott replies (in a letter to a daily paper) to the general effect that it would be rather fun if it did ensue. She maintains, with a great deal of spirit and lucidity, that woman, in this sense, ought to be irresponsible: that she is not bound to be an example, but entirely free to be an anarchist. "It is high time we shed our old superstitions; civilisation has done nothing for women but rob them of their strength and liberty. The birds of the air and the beasts of the field are better cared for than women." Here, no doubt, Miss Delia Macdermott's quite honourable eagerness to draw the line somewhere (which is the definition of dogma) leads her to neglect that logical analysis and realistic observation which are necessary in order to draw the line anywhere. It certainly is not the fact, as anyone can see in the street, that civilisation has cared for men as such and not for women as such. Some women are worse cared for than the birds and beasts; and it will generally be found that their husbands and brothers are not much better off. But some women are cared for at a costly and sometimes cruel cost even to the beasts and birds. It is obvious that there are women, and men also, who are hunted like the hare or fall to the ground like the sparrow. But it is equally obvious that there are men whose pleasure has no scruple about the hare, and that there are quite as many women whose vanity has no scruple about the birds.

But, barring this deep illogical element, I confess myself an admirer of Miss Delia Macdermott. I am much more interested in women than in their votes; I am not frightened of Female Suffrage, I am only sick of it; and the proof of it is that a fine feminine outburst of this sort pleases me now quite apart from whether it comes from Suffragists or anti-Suffragists; just as I should now enjoy a fine speech in Parliament, whether it came from Liberal or Conservative—if such a speech were ever made. And Miss Delia Macdermott really is one of the strongest things in the world; a purely womanly woman. I have never been able to understand where the idea arose that woman is different from man in being softer or sweeter, or more merciful in the battles of principle. That it arose among bachelors is evident; but surely even those huge bachelor clubs that were called the

monasteries were never so solitary as to breed so insane a delusion—especially as there were nunneries too.

It probably arose, as hinted in Scott's celebrated lines, from the fact that women have always been doctors and nurses, and whenever there was scarlet fever, have been on the spot, or spots. The real greatness of woman has always been that she will abandon her guns, but will not abandon her position. If it is necessary, by some trick of logic, that she should talk nonsense in defence of sense, she does not mind how much nonsense she talks—so long as it is really in defence of sense. You could not get her to say a word, even of sense, on the side she regards

Now, of course, it is cold rubbish to say that women have got nothing from civilisation except the loss of their liberty. The lowest slave in the lowest slavery got something from civilisation: he got his bed and breakfast, of which many free citizens to-day are much more uncertain. Women have got a great deal from civilisation, coronets as well as tiaras, real crowns as well as real diamonds. If they were artists, it was from the common civilisation of both sexes that they gained the instruments of their art. If they were thinkers, it was by the printed and preserved books of both sexes that they first learned to think. If they were speakers, it was some civilised language that they spoke. The Suffragette is quite as traditional as the anti-Suffragist: indeed, the Suffragette may almost be called antiquarian, for she is always digging up the details of old masculine rebellions. So when Miss Macdermott says that she wants a vote, and that she owes nothing to civilisation—why, the answer seems fairly clear. If she did not get the idea of a vote from civilisation, will she kindly tell us which agreeable savage had the privilege of suggesting it to her?

Nevertheless, that naked proposition of anarchy, which she has had the highly womanly courage to offer, really is an interesting proposition; that is, a proposition about which it is possible and profitable to think. We hear much to-day about modern books which "make you think." In my experience it is rather rare to find a modern book that even allows you to think. Modern books perpetually present, not the wrong answer, but the wrong question. And that is really fatal to all progress of thought, just as false scales or cracked lenses would be fatal to all the inquiries of a chemist. But Miss Macdermott does allow us to think; she allows us to do anything; she is a jolly nihilist.

Civilisation is simply that self-command by which man can revert to the normal. Anarchy is not uproar; uproar is all right in its place. Anarchy is not plunging; anarchy is not being able to stop. It is not anarchy in a house if people sit up all night on New Year's Eve. It is anarchy in a house if this makes them sit up later and later every night afterwards. It is not anarchy in the State if men under extreme misgovernment drag down their existing rulers, and substitute other rulers and obey them. It is anarchy in a State if people come to think that all things, small and great, may, in varying degrees, be so resisted; that whenever the postal service annoys me, I may break the rules of the post-office. Civilisation does permit outbreak; it does not permit anarchy; and to civilisation even Miss Macdermott (as I implore her to believe) really owes a great deal.



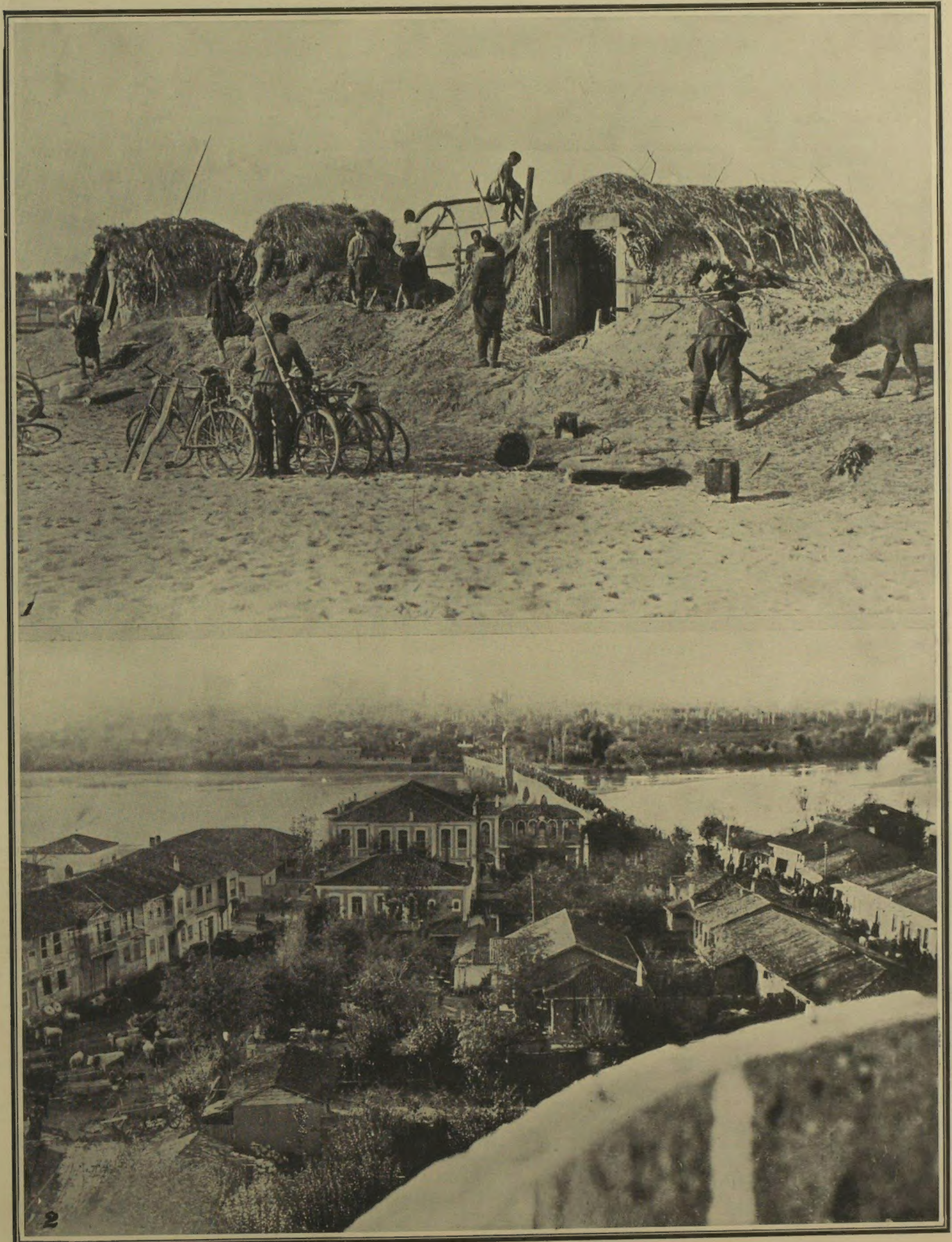
THE WARRIOR-KING WHO LIT THE BALKAN BLAZE SEEN IN THE PEACEFUL LIGHT OF FAMILY AFFECTION: KING NICHOLAS OF MONTENEGRO AND HIS GRANDSON, PRINCE MICHAEL.

In spite of the warlike character which he shares with his subjects, King Nicholas of Montenegro, as this photograph indicates, is no stranger to domestic sentiment. He is, in fact, very much a family man. He married in 1860 Milena Vucotitch, daughter of a Montenegrin Senator, and they have nine children surviving—three sons and six daughters. Another daughter, who died in 1890, was the wife of King Peter of Serbia. Of those living, one is the Queen of Italy. Little Prince Michael, who is seen in the photograph on his grandfather's knee, is the eldest son of King Nicholas's second son, Prince Mirko, who in 1902 married Nathalie Constantinovitch. Prince Michael was born in 1906, at Podgoritz, which lately attained world-wide fame as the headquarters of his grandfather's army against the Turks. This charming photograph of the venerable monarch in homely surroundings forms a striking contrast to most of those recently published, in which he appears as leader of his army amid all the grim realities of war. It may be added that Prince Mirko has a younger son, Prince Paul, born at Podgoritz two years ago.

as nonsense. In that aspect I strongly admire Miss Macdermott, who says, "Very well; let's have anarchy." Seriously, there is something great about it. It makes one realise why Nature, with her pouring winds and plunging cataracts, was always conceived as a woman. It makes one realise why the old fairy-tale told by Chaucer truly insists that women do not want flattery, or beauty, or even mastery, but their own way. But as to the immediate proposal to abandon civilisation in order to obtain the franchise for a few fairly prosperous spinsters, there does, perhaps, remain something more to be said.

KNOCKING AT THE GATES OF ADRIANOPLE: THE BULGARIANS ADVANCING.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



1. EIGHT MILES FROM ADRIANOPLE: AN OUTPOST OF THE ADVANCING BULGARIAN ARMY.

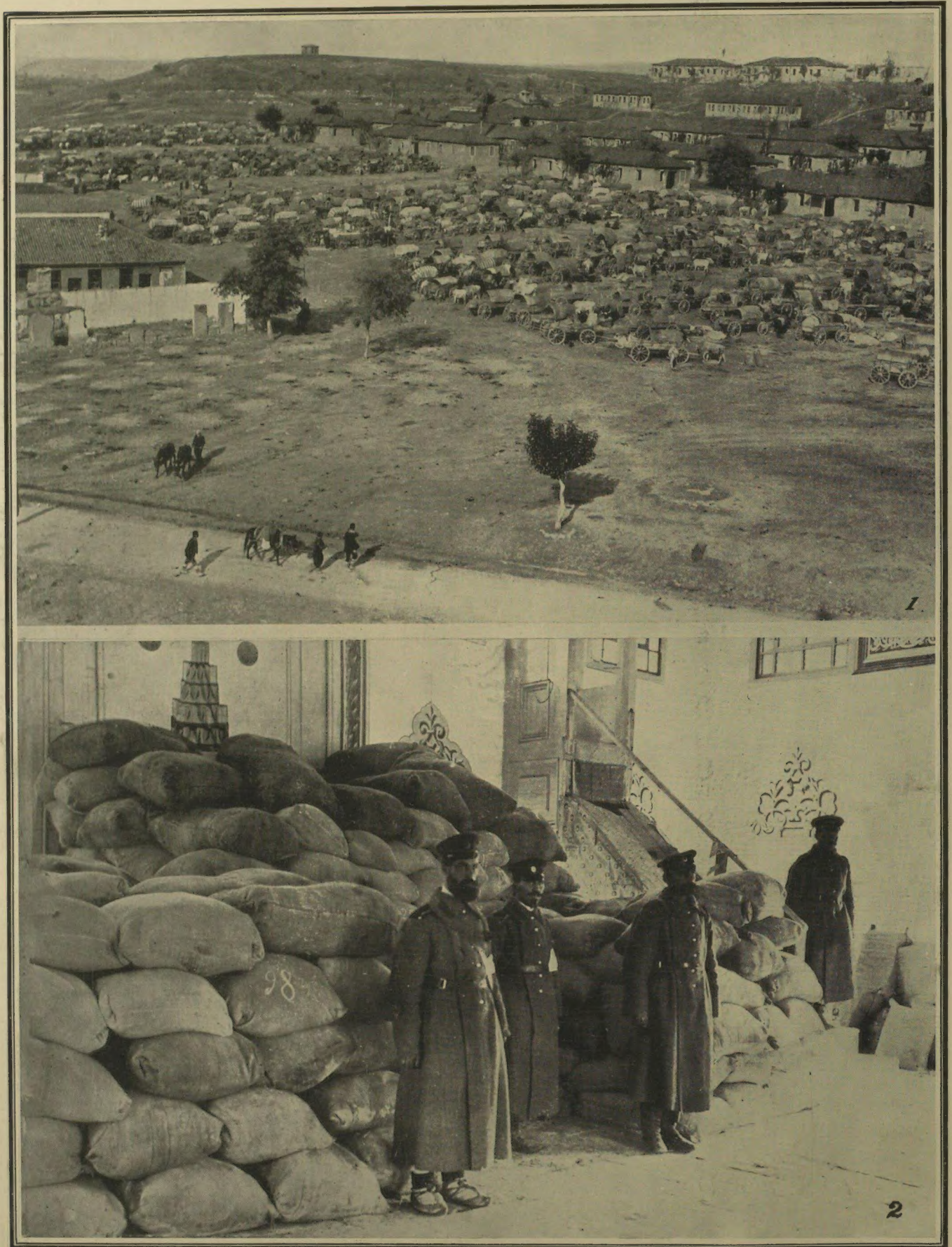
The Bulgarian troops occupied Mustapha Pasha late on the evening of October 18. They found that the bridge across the Maritza there had only been slightly damaged, and was still available for transport, although the Turks had made an attempt to blow it up. Mustapha

2. CROSSING THE BRIDGE THE TURKS TRIED TO BLOW UP: BULGARIAN TROOPS AT MUSTAPHA PASHA.

Pasha, a frontier station on the railway, is only twenty miles from Adrianople. It was fortified. Report from Sofia had it that the resistance offered by the Turks was slight, and that the Bulgarians escaped with only fourteen wounded.

NEARING ADRIANOPLE: TRANSPORT AND STORES AT MUSTAPHA PASHA.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



1. READY FOR THE ADVANCE ON ADRIANOPLE: BULGARIAN TRANSPORT WAGONS AT MUSTAPHA PASHA.

Transport, of course, has been one of the great difficulties not only of the Turks, but of the united armies allied against them: and the Balkan States have been relying a good deal upon country carts and wagons to supplement the railway train. It has been suggested, indeed, that the short lull in the Bulgarian operations the other day was due, in some measure, to

2. CHRISTIAN USE OF A MOSLEM PLACE OF WORSHIP: A MOSQUE AS A BULGARIAN STORE-HOUSE.

transport difficulties. An advancing army may manage to live on the land through which it is marching, but when it comes to securing fresh supplies of ammunition, matters are very different. A battery of four fifteen-pounder guns firing one hundred rounds per gun during a battle make a demand of over seven tons on the resources of the transport service!

FIRE FOLLOWS THE SWORD AND THE SHELL: NEAR MUSTAPHA PASHA.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



1. ONE OF DOZENS BURNT WITHIN A FEW MILES OF MUSTAPHA PASHA: A TURKISH VILLAGE FIRED BY THE ADVANCING BULGARIANS.

Fire follows the sword and the shell as surely as the night the day; and it is not in the least surprising that the accounts of the war in the Near East have contained stories of villages wrecked and burnt. The wonder, indeed, has been less that there has been news

2. WRECKED BY THE DEATH-DEALING BULGARIAN SHELL-FIRE: DEVASTATED HOMES NEAR MUSTAPHA PASHA.

of devastation than that there has been, comparatively speaking, so little news of such a character. Doubtless, the strictness of the censorship imposed on war-correspondents has had something to do with this.

PORTRAITS & PERSONAL NOTES.

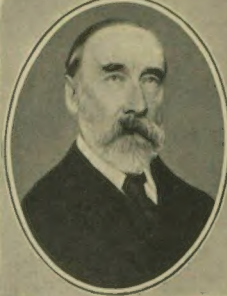


Photo. Barratt.
MR. A. W. KAYE MILLER,
Appointed Keeper of Printed Books at the
British Museum.



Photo. Barratt.
MR. W. BARCLAY SQUIRE,
Appointed Assistant Keeper of Printed
Books at the British Museum.

Layard, who was a Trustee of the National Gallery from 1866 until his death in 1894.

Lady Layard, formerly Miss Mary Guest, was a sister of Lord Wimborne and the Countess of Bessborough.

BEFORE the death of Mr. G. K. Fortescue, the late Keeper of Printed Books at the British Museum, his successor had been selected in view of Mr. Fortescue's approaching retirement under the age limit. Mr. Arthur William Kaye Miller, the new Keeper of the Department, has been promoted from the position of Assistant-Keeper. His place in the latter capacity is now taken by Mr. William Barclay Squire, who is an authority on music, and has for the last twenty-seven years been in charge of the collection of printed music in the Museum.

Dr. James Gairdner, who spent over fifty years in the Public Record Office, entering it as a clerk in 1846, and becoming Assistant Keeper in 1859, has been called "the foremost English archivist of his time." He was pre-eminent in the collection and editing of historical materials. His

great work was the completion of the edition of "Letters and Papers of the Reign of Henry VIII." He also issued many other volumes, including "The Paston Letters."

It was reported some days ago that M. Popoff, a Russian airman operating on behalf of the Bulgarians, had been brought down by a shot from a

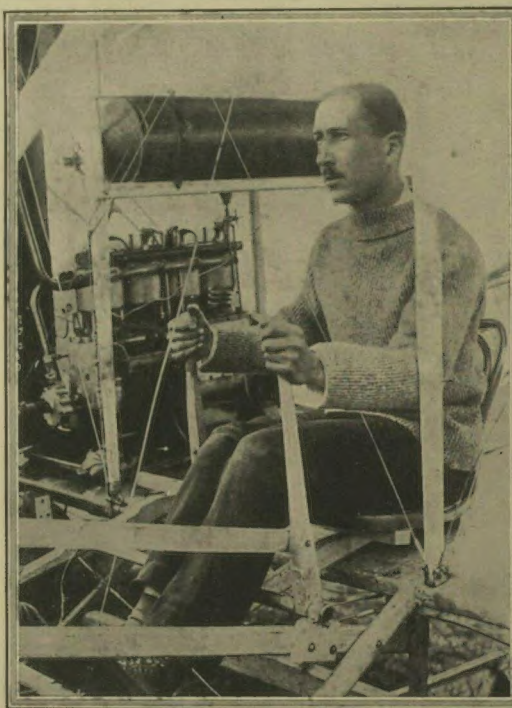


Photo. Topical War Service.
SAID TO BE THE FIRST AIRMAN KILLED IN WAR: M. POPOFF,
The Russian airman reported to have been killed by a Turkish gun-shot while flying over Adrianople to reconnoitre for the Bulgarians.

Two new members have recently been elected to the French Academy—General Lyautey, Resident-General of the French Government at Fez; and M. Emile Boutroux, honorary Professor of Modern Philosophy at the Sorbonne. General Lyautey, who is fifty-seven, was too young, of course, to take part in the Franco-German War of 1870, but he has always been animated by the desire to restore the military prestige of France. Besides his military and administrative work in Morocco and Oran, he has furthered this end by his writings.

It is a somewhat unusual phenomenon for a

writer who first attained fame as a popular novelist to develop into the gravity of a Professor of Literature. But Sir Arthur Quiller-Couch, in his new chair at Cambridge, will, doubtless, retain something of the humour and high spirits associated with the name of "Q," and it will be an excellent thing for the literary influences of Cambridge on the undergraduate mind if he does so. In his own publications and pursuits Sir Arthur has become increasingly serious of late years, and the novelist in him has been almost entirely superseded by the poet, the critic, the anthologist, and the Vice-chairman of the Cornwall Education Committee. Sir Arthur is, of course, a Cornishman. In 1891 he went to live at Fowey, whence "Dead Man's Rock," "Troy Town," and the rest of his delightful stories emanated.

Soon after the appointment of Mr. Clement Meacher Bailhache to be a Judge of the King's Bench Division of the High Court, a knighthood was also conferred upon him. The new Judge, who is distinguished in commercial law, was for some years a solicitor, before being called to the Bar by the Middle Temple in 1889. On the South Wales and Chester circuit he made a great reputation, and later was a leading K.C. in the Commercial Court.



Photo. Gerichol.
GENERAL LYAUTEY,
French Resident-General in Morocco—Elected an Academician.

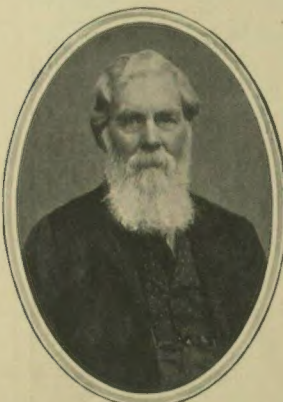


Photo. Elliott and Fry.
THE LATE DR. JAMES GAIRDNER,
The distinguished Archivist and Historian.

Turkish gun while reconnoitring in the air over Adrianople. The report, however, has not, up to the time of writing, been confirmed. If it be correct, M. Popoff has the melancholy distinction of being the first airman killed in war.

Canon Hensley Henson, who has been appointed Dean of Durham, will be much missed in London, where he has long been one of the best-known preachers at Westminster Abbey, and a leader of ecclesiastical thought and policy. He was, for a short time, Head of Oxford House, Bethnal Green, and afterwards, for seven years, Vicar of Barking. The late Lord Salisbury nominated him in 1895 as Incumbent of St. Mary's Hospital, Ilford, and five years later as Canon of Westminster and Rector of St. Margaret's. He is at present in America.

Mr. James Schoolcraft Sherman, Vice-President of the United States, who died on October 30, had again been

At the present time the most interesting picture in the Layard Collection, which, since the recent death of Lady Layard, is expected to come by bequest to the National Gallery, is undoubtedly Gentile Bellini's portrait of Mahomet II, the Sultan who took Constantinople in 1453, thus inaugurating the era of Turkish rule in Europe. The Layard Collection, which is in Lady Layard's house at Venice, was made by her late husband, Sir Henry



Photo. Pack Bros.
THE LATE MR. J. S. SHERMAN,
Who had been Vice-President of the United States since 1908.



Photo. Vandyck.
THE VERY REV. HERBERT
HENSLY HENSON,
Appointed Dean of Durham.



Photo. Foote.
THE LATE LADY LAYARD,
Under whose Will it is believed the Layard Collection comes to the National Gallery.



Photo. LaFayette.
SIR ARTHUR QUILLER-COUCH,
Appointed King Edward VII. Professor of English Literature at Cambridge.



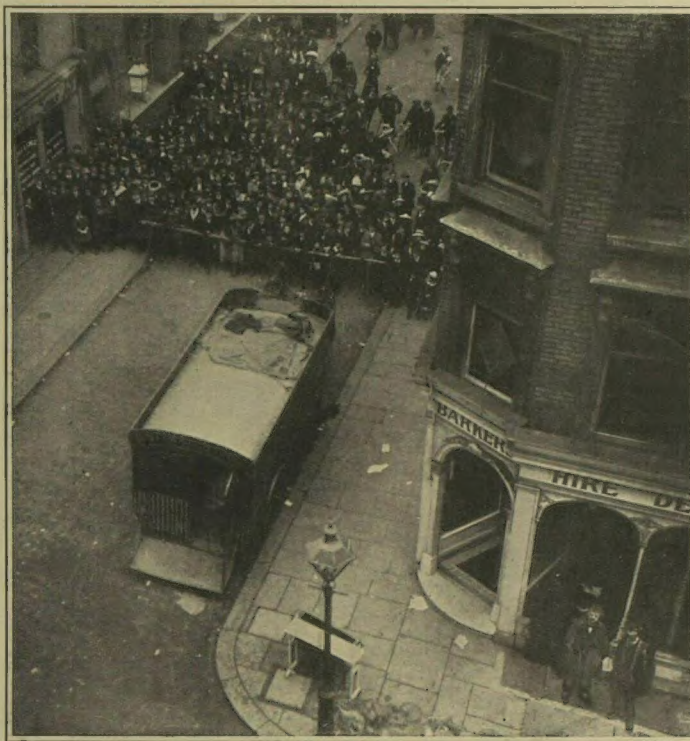
Photo. C.N.
SIR CLEMENT M. BAILHACHE,
Who has been appointed a Judge of King's Bench and Knighted.

THE FATAL JOHN BARKER FIRE: THE BUILDING DEVASTATED BY THE FLAMES.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



SHOWING THE COPING ON WHICH THE WOMEN TOOK REFUGE AFTER HAVING GOT OUT OF THEIR WINDOWS: A PART OF THE BURNT BUILDING.



TO GIVE AN IDEA OF THE COMPARATIVELY SMALL SIZE OF THE JUMPING-SHEET, A PANTECHNICON, WITH ROOF ABOUT DOUBLE THE SIZE OF THE SHEET, PHOTOGRAPHED FROM THE COPING FROM WHICH THE GIRLS JUMPED.



SHOWING THE FIRE-ESCAPE FROM WHICH THE WOMEN WERE CUT OFF BY THE FLAMES: PART OF THE BUILDING AFTER THE FIRE.

Early on Sunday morning, November 3, part of the premises of Messrs. John Barker and Co., in High Street, Kensington, was burnt out. Four women lost their lives, and others were seriously injured, of whom one has since died; this despite heroic, almost superhuman, exertions by the fire-brigade, who received the call at twelve minutes to two. Some of the women on the premises, terrified and following well-intentioned, but ill-advised, shouts from the

crowd, jumped into the street. A jumping-sheet was held in position; but some of the seared women missed it. Those in the building got out of their windows on to the parapet, some creeping along the gutter towards High Street, the others going south along the Young Street frontage to Ball Street, where the fire-escape was built into the wall. At the angle of the parapet these found themselves cut off from the escape by smoke and flame.

THE CAMERA AT THE FRONT: PHOTOGRAPHS FROM THE BATTLE AREA.

PHOTOGRAPHS BY L.N.A. STAFF PHOTOGRAPHER, AND ILLUSTRATIONS BUREAU.



WITH THE SCARS OF WAR UPON IT, A VILLAGE IN THE FIGHTING AREA NEAR MUSTAPHA PASHA.



MADE BY THE ADVANCING BULGARIANS, PART OF AN ARTILLERY ROAD BETWEEN MUSTAPHA PASHA AND ADRIANOPLE.



RETURNING HOME AFTER HAVING BEEN REASSURED BY THE GREEK ADVANCE, MACEDONIAN WOMEN AT LARISSA.



IN THE EVER-FLOWING, MELANCHOLY STREAM, REFUGEES ARRIVING AT CONSTANTINOPLE AFTER A WEARY MARCH.



INFORMATION NOT CALCULATED TO PLEASE THEM, TURKS READING THE LATEST WAR-NEWS OUTSIDE A NEWSPAPER OFFICE IN CONSTANTINOPLE.



VIRTUALLY PRISONERS FOR A TIME, WAR-CORRESPONDENTS IN THEIR CORNER OF THE CHORLU CAMP OF THE TURKISH ARMY.

The following notes may be given with regard to certain of the illustrations on this page. Mustapha Pasha was captured on October 18 by the Bulgarian troops advancing towards Constantinople.—Refugees from the area in which the Bulgarians have been fighting the Turks near Constantinople have been pouring into the city in a never-ceasing, melancholy stream, and it has been said that their march, and that of the broken, retreating Turkish soldiers, has resembled the flight of a swarm of locusts, for it has devastated the land. Even

then food has been very scarce.—The war-correspondents with the Turkish army have done their work under the greatest difficulties. Only a few days ago a number of them were complaining in print that they were virtually prisoners in the Turkish camp. Since then some of them, at all events, have freed themselves, and contrived to send most interesting, uncensored reports of the great and disastrous battle of Lule Burgas, which came as a tragic sequel to the capture of Kirk Kilisse, and was a part of the Bulgarians' advance towards Constantinople.

THE CRUSADE AGAINST THE CRESCENT: CELEBRATING KIRK KILISSE.

DRAWN BY FRÉDÉRIC DE HARNEN FROM A SKETCH BY FREDERIC VILLIERS, OUR SPECIAL ARTIST WITH THE BULGARIAN ARMY.



KISSING THE CROSS: KING FERDINAND, CHIEF OF THE UNITED ARMIES OF THE BALKAN STATES, AT THE THANKSGIVING SERVICE IN THE CHURCH OF SANTA MARIA, STARA ZAGORA.

The great Bulgarian victory at Kirk Kilisse was celebrated throughout Bulgaria with great rejoicings and thanksgivings. The most interesting religious service was that held in the Church of Santa Maria at Stara Zagora, the headquarters of the Bulgarian army, on October 25. This was attended by King Ferdinand and his two sons, the Crown Prince Boris and Prince Cyril, together with their staffs and the greater part of the civil population.

The King and the two Princes were received at the door of the church by the Metropolitan, vested in cloth-of-gold and with silver mitre. In Sofia, the cathedral and the churches were filled with worshippers carrying lighted candles, and the services—a "Te Deum" for the victory and a "Requiem" for the dead—continued throughout the night. In the drawing, King Ferdinand is seen kissing the Cross; near him are his sons.

SCIENCE AND NATURAL HISTORY

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.SEEKING THE GOLDEN FLEECE, WHICH SUIDAS BELIEVED TO BE A ROLL OF
PAPYRUS ON WHICH WAS WRITTEN THE SECRET OF GOLD-MAKING: THE ARGONAUTS.

SCIENCE JOTTINGS.

ART IN THE HOME.

THE story of the human occupants of Great Britain begins, for most of us, with the Ancient Britons. But long ages before them there lived a yet more ancient people. Their personal appearance we can only guess at, but of their mode of life we are able to speak with some assurance. And this because of the quantities of rude stone implements which have survived them. With some of these they made their wooden spears, with others they scraped the hides of the beasts they killed, and therefrom fashioned themselves shields and garments and even tents, perhaps. Where London now stands they hunted, for on the sites of Drury Lane and the Natural History Museum at South Kensington, and at Gray's Inn, for example, the stone weapons of these ancient hunters have been found. And before, and after, them were yet others of whom we propose to speak on another occasion.

Of the domestic life of those who wrought the implements just referred to, though we have learned

mural decoration preceded the carving. And it is probable that this began, not in a yearning for "art for art's sake," but in the use of bands of colour painted on cavern and tent walls whereby those who ran might read, "Private; trespassers will be prosecuted." In a similar fashion the badge of the family or clan soon came to be emblazoned here, and from thence the way was paved for more ambitious work.



Photo, Dr. Alfred Gradenwitz.

A "MOTOR-CAR" FOR USE BY DIVERS WHILE AT THEIR WORK: THE "SLEDGE" FLOATING IN THE WATER.

Our correspondent writes: "The latest advance in the diver's art is the adoption of automobile traction for the man reconnoitring the depths of the ocean. A German firm, Messrs. Draegerwerk, of Lübeck, have designed a submarine sledge, connected with and propelled by a motor-boat, on which the diver is seated most comfortably, steering his vehicle upward and downward as well as in curves. A protective shell behind the diver's seat is an efficient safeguard against submarine water-currents set up by the swift motion. The diving outfit used in this connection is designed on the Draeger system, and comprises a 'cartridge,' which for about three hours regenerates the air breathed out by the diver. At the sides of the sledge are tanks, filled with compressed air from steel cylinders, which are used in steering the sledge down to considerable depths."

The examples found in France and Spain have furnished us with a marvellously complete record of the progress of the evolution of mural decoration. But until a week or two ago no evidence whatever of such craftsmanship had been furnished by any of the caves in this country known to have been inhabited by primitive man. But no real search had ever been made to find it until Professor Sollas and Professor Breuil, the celebrated French anthropologist,

what they believed to be a "startling discovery." On one of the walls of the oft-explored "Bacon's hole" near the Mumbles, they found, at about the level of the eyes, ten horizontal bands of vivid red, and covered by stalagmite.

The authenticity of the marks has since been questioned, for though similar signs have been found in caves in Dordogne, no such records have ever been met with so far north as Great Britain. Also a circumstantial local story about a fisherman and a paint-brush was put forward to account for them. If genuine the marks were made some 20,000 years ago. Time may show that they were indeed primitive tribal marks, since horizontal bands of colour serve this purpose to-day among savage peoples so far apart as Africa and Australia.

The painter of these mystical bands in Bacon's hole, if further investigation confirms the original survey, was one of the earliest of the Aurignacians, a race which lived during the upper Palæolithic period, and which were spread all over Europe. How long they held sway we know not, but it is certain that before



THE SIMPLEST OF DIVING "DRESSES": THE FERNEZ DEVICE, WHICH WAS USED IN THE SEINE BY ITS INVENTOR, SHOWING MOUTH-PIECE, TUBING, AND BALL FOR REGULATING THE AIR-SUPPLY.

M. Maurice Fernez recently proved the value of his new diving apparatus by walking beneath the surface of the Seine. He remained under water (Continued opposite.)

much during recent years, we have yet much to learn. We may surmise that for the most part they lived in rudely constructed huts or tents, but wherever caves and rock-shelters were to be met with they were eagerly seized upon, even though they had to dispute possession with the cave-lion, the cave-bear, and the wolf. For in such natural castles security against attack, shelter from the weather, and commodious storehouses were found. The fortunate possessors of such strongholds, leading in consequence a less harassed life than their neighbours, found time and means for the encouragement, if not for the practice, of the arts, as is shown by the paintings which adorned the walls and ceilings of many of these caverns, and the etchings and carved figures of men and the beasts of the chase, in bone and ivory, which have come down to us.

These all attest the existence of craftsmen of exceptional skill, demonstrating, even in these remote ages, a condition of society which fostered the existence of men with leisure, if not of a leisured class, and they were a powerful leaven for social development and well-being. But it is almost equally certain that

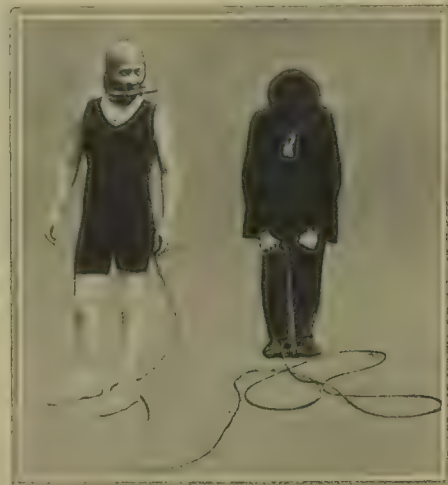


Photo, Dr. Alfred Gradenwitz.

FOR THE EXPLORER BELOW SEAS: THE DIVER'S "MOTOR-CAR."

"With full daylight, no artificial lighting is required for exploring depths of about 120 feet; otherwise a submarine lamp should be carried, or the sledge should be provided with a searchlight fed from the motor-boat."

decided on a systematic hunt in some of the most likely of these caves. After surveying a number of these long-deserted habitations, they made at last



THE SIMPLEST DIVING "DRESS": THE FERNEZ DEVICE IN ACTION, SHOWING HOW THE AIR IS FORCED TO THE DIVER BY MEANS OF AN ORDINARY PNEUMATIC-TYRE PUMP.

(Continued.) for an hour, and reached a depth of about 20 feet. It will be noticed that the invention is extremely light. The air is pumped to the mouthpiece by an ordinary pneumatic-tyre pump.

they finally gave place to the Solutrian and Magdalenian men who succeeded them, they had attained to a high degree of skill in the art of polychrome painting, as witness the marvellous animal pictures of the caves of Altamira in Spain.

But these relics of bygone ages are more than merely interesting archaeological fragments. They show that these ancient peoples were no mere savages comparable to the lowest races of to-day. For they display evidence of a capacity for a far higher culture, intellectually; they lived the "simple life" not so much for choice as from necessity. Mentally they were little, if at all, inferior to the most cultured races of to-day. Furthermore, there can be no room for doubt but that even in those remote ages the right of private property was recognised, and there are signs that even then human society had begun to differentiate into classes—into men who hunted and men who were free; nay, perhaps bribed to lead a less strenuous life that they might minister to the ever-hungry aesthetic sense so conspicuous in man, as Kipling long ago reminded us in the "Story of Ung."—W. P. PYCRAFT.

WAR IN MIRE: THROUGH MUD INTO ACTION AND AWAY FROM BATTLE.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



1. GOING INTO ACTION OVER SWAMPED GROUND, NEAR SEIDLER:
TURKISH ARTILLERY ON THE MARCH.

The movements of the Turks and of the soldiers of the allied Balkan States have been considerably hampered by the state of the roads, which, after heavy rains and consequent floods, became veritable quagmires. Non-combatant refugees suffered, of course, in the same manner, and progress was as difficult as it was comfortless. It was at Seidler, it will be recalled, that the war-correspondents saw some curious sights during an enforced wait. "Whimpering

2. THROUGH MUD AND WATER TO SAFETY: REFUGEES NEAR SEIDLER
"TREKKING" TO CONSTANTINOPLE.

women," telegraphed Mr. G. Ward Price to the "Daily Mail," "and children of refugees, crawling in an endless, pitiful procession over the dreary plain, formed a spectacle of complete wretchedness. Neither troops nor the peasantry had food. . . . Several times during the night we were awakened by the sound of struggling between the sentries and hungry, unkempt soldiers trying to break through to our food supplies."

ON THE ROAD TO DEFEAT: WITH THE TURKISH ARMY WHICH FOUGHT AT LULE BURGAS AND MET ITS SEDAN.

'DRAWN BY A. C. MICHAEL FROM A SKETCH BY H. C. SEPPINGS.

WRIGHT, OUR SPECIAL ARTIST WITH THE TURKISH ARMY.



HAMPERED BY MUD: TURKISH ARTILLERY COMING OUT OF

As we note under other illustrations, the very muddy state of the roads has presented great difficulties to the Turks and the armies allied against them. In his note to us, Mr. Seppings-Wright says that the roads, hard and good as a rule, became a veritable quagmire after the floods of rain. There seems to be no doubt that the Turkish artillery, like the Turkish infantry, fought with much bravery during the battle at Lule Burgas, although they were fated to be so beaten that it was deemed necessary to issue an official communiqué in Constantinople, which said, "The fortune of war is variable. It is not possible to be victorious on all sides. . . . Thus, the Ottoman troops at war with the four federated Balkan States are successfully holding their own in the Scutari and Janina districts, but on the other hand the Eastern army, in the Lule Burgas and Viza district, has found itself obliged to retire on the Chatalja lines of defence in order to enable it to



ACTION NEAR BABA ESKI, THROUGH A VERITABLE QUAGMIRE.

offer a successful resistance." Telling the story of Lule Burgas, which he describes as "the completest military disaster since Mukden; the greatest débâcle since Sedan," Mr. Martin H. Donohoe, cabling to the "Daily Chronicle," said of the Turkish artillery: "Throughout the terrible fighting the superiority of the Bulgarian artillery was very pronounced. The Turks, unable to stand the murderous fire, withdrew slowly. The gunners being dead, and the majority of their horses being killed, the artillery were forced to abandon many guns to the enemy. . . . The Turkish artillery had from the beginning been poorly supplied with ammunition, and what they had was practically all expended in the fight of the morning. . . . Wednesday settled the fate of Abdullah's army. His force could no longer fight: it had neither ammunition for its guns nor food to sustain the physical efforts of its soldiers."

LITERATURE



Chinese and Japanese Art.

Professor of Philosophy in Tokio University and Commissioner of Fine Arts, but his reputation in America and Europe will rest mainly on "Epochs of Chinese and Japanese Art," now issued, in its English edition of two volumes, by Mr. Heine-mann. In 1878, Fenollosa, whose father and mother were from Spain and Salem respectively, left Massachusetts for Tokio to teach Political Economy and Philosophy to a race yearning for Western knowledge. The sequel was the usual one. The Professor, like Laf-cadio Hearn, became more interested in the things Japan could give him out of its antiquity than the things he could give Japan out of his modernity. And in the end Japan, too, honoured him for the things he could teach her about herself. In the words of his widow and editor, Tokio was then indulging in an "orgy of foreignism." Italian sculptors and painters were imported. "American-style" pencil-drawing was taught in the public schools. Collections of bronzes and porcelains had been scattered and even destroyed. Fenollosa himself was one of the importations. At first only in the summer holidays did he take notice of art, and visited distant temples; "in 1881 he established a little artists' club, renting a hall for meetings and exhibitions and taking upon himself all incidental expenses"; later, "Professor of Aesthetics" was added to his official titles. Although

opened in Tokio, with an address by Fenollosa for part of the initial ceremony. This disparity of dates

fans itself into luxurious satisfaction with Eastern design, and the real study of antiquity, of the classics of China and Japan, of the historical and spiritual significance of the arts of Buddhism. In 1885 a special Commission reported favourably upon the Professor's

recommendation that purely Japanese principles of drawing, with the use of Japanese ink, brush, and paper, should be reintroduced into the schools. Afterwards he travelled in Europe, and returned again to Japan, where, even if the national revival offered him less and less scope for personal labour, he continued his collecting. In 1884 he sold his Japanese paintings to Dr. Weld, of Boston, on condition that they should go eventually to the Boston Museum as the "The Fenollosa Collection."

Following the paintings, he became, a few years later, the Curator of the Oriental Department of that Museum. Japanese experience had taught him, he found, to look with horror at the Western methods of art teaching, at drawing from plaster casts—"tracing the shadow of a shadow," he called it, for he knew the Omakitsu's "Waterfall," the laughing angel by Kobo Daishi, and the bronzes at Horiuji. He lectured in the States, returned to Japan, again lectured in the States, and again answered the call to Japan. Then, two years before his death in London in 1908, he wrote this book. It has taken Mrs. Fenollosa three years to put his pencil manuscript into shape, to verify, to consult the



BY THE GREATEST JAPANESE PAINTER OF BATTLE SCENES: A PROCESSION THAT "TAPERS OFF LIKE A CADENCE IN MUSIC." From the Fenollosa-Weld Collection, Boston. "Sumiyoshi Keion . . . is the greatest painter of battle-pieces—the central deeds of violence in all Japan's military history . . . The greatest remaining secular work of Keion is his panorama in three long rolls of scenes in the Hogen Heiji War. . . . Lastly we have a group of Fujiwara unarmed courtiers. The front of this fine procession tapers off like a cadence in music." From "Epochs of Chinese and Japanese Art."



OVEN, BOILER, AND DINNER-SERVICE IN ONE: ANCIENT JAPANESE CLAY CHAFING-DISHES.

"In the shell-mounds of Japan are found large quantities of vessels of a bluish unglazed clay . . . The hollow stem . . . must have been filled with some kind of fuel, for the draught and smoke-escape of which [the] orifices gave vent. The vessel was thus an oven, a boiler, and a whole dinner-service in one." With regard to the masks of the type shown here, Mr. Fenollosa writes: "Another widespread Pacific form . . . is the mask . . . worn by priests in impersonating the spirits during ritual . . . with enormous noses. . . . Among the earliest Japanese masks used in the Shinto sacred dances [we find] identical, though more beautifully carved forms, with the long nose."

From "Epochs of Chinese and Japanese Art."

"blue and white," bronzes, lacquer, and prints of a certain age had been discovered here by Whistler and Rossetti in 1865, it was not until 1882 that the Bijitsu-kwai or Art Club of Nobles was

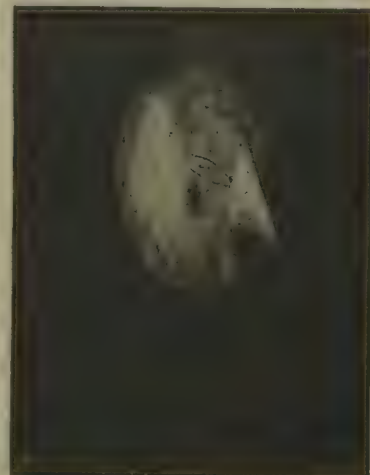
EPOCHS OF CHINESE AND JAPANESE ART.
AN OUTLINE HISTORY OF EAST ASIATIC DESIGN.
By Ernest F. Fenollosa.
Illustrations Reproduced by Courtesy of the Publisher, Mr. William Heinemann.

marks the difference between the mild connoisseurship that fills a cabinet with attractive glazes and

experts, and arrange the wonderful illustrations. But, despite death and a hasty pencil, it is no less than the fullest of the histories of the art of East Asia that have yet been given to the world,



THE LONG NOSE AS A PROMINENT FEATURE IN SHINTO RITUALISM: AN ANCIENT JAPANESE MASK. From "Epochs of Chinese and Japanese Art."



RITUALISTIC USE OF THE NASAL ORGAN: A LONG-NOSED WOODEN MASK FROM THE PHILIPPINES. From "Epochs of Chinese and Japanese Art."

THE CAMERA AS WAR-ARTIST: NEAR-EAST NEWS BY PHOTOGRAPHY.

PHOTOGRAPHS BY SEBAH AND JOAILLIER; TAIB KOPE; ILLUSTRATIONS BUREAU; AND C.N. STAFF PHOTOGRAPHER.



SUNK IN SALONICA HARBOUR BY TORPEDOES FROM A GREEK TORPEDO-BOAT; THE TURKISH BATTLE-SHIP "FETH-I-BULEND."



BRITISH WOMEN WORKING FOR THE TURKISH RED CRESCENT, IN CONSTANTINOPLE; A PARTY UNDER LADY LOWTHER (x) IN THE BRITISH EMBASSY.



THE EGYPTIAN PRINCE WHOM FALSE RUMOUR SAID HAD BEEN SHOT AFTER THE DEFEAT AT KIRK KILISSE, PRINCE AZIZ (x).



WITH PRINCE ARSENE KARAGEORGEVITCH, BROTHER OF THE KING OF SERBIA, BEFORE THEM; CAPTURED TURKISH FLAGS.



SEEKING NEWS OF THE SITUATION; TURKISH SOLDIERS CROWDING ROUND A PEASANT AND ASKING FOR INFORMATION.



AN ACCIDENT WHICH CAUSED CONSIDERABLE DELAY ON THE LINE; A TURKISH TRAIN DERAILED BETWEEN SEIDLER AND CHORLU.

The Turkish coast-defence battle-ship "Feth-i-Bulend" was sunk in Salonica Harbour on the night of October 31 by the Greek torpedo-boat No. 11 under Lieutenant Votsis. The vessel was at the left extremity of the pier at the time, and not far from it were a Russian war-ship and other vessels. The "Feth-i-Bulend" was built in 1870, and reconstructed in 1904-7. Her displacement was 2806 tons, and her complement 220. She was a part of the squadron which did some damage to the Russians in 1877, in the Danube, but was eventually sunk.

Later she was raised.—Lady Lowther, wife of the British Ambassador at Constantinople, took the initiative in organising a relief fund in aid of the wives and children of wounded Turkish soldiers, and is also the President of the ladies working for the Red Crescent.—After the capture of Kirk Kilisse, it was rumoured that the Egyptian Prince Aziz, serving with the Turkish Army, had been tried by court martial, sentenced to death, and shot, because he was considered partly responsible for the rout of his troops. Later, this statement was denied.

WATCHED BY WAR-SHIPS OF THE GREAT POWERS: THE CAPITAL OF THE OTTOMAN EMPIRE.

DRAWN BY LOUIS TRINQUIER FROM A PLAN BY DJ. ESSAD, AND PHOTOGRAPHS BY M. MEYS.



THE ILLUSTRATED LONDON NEWS, Nov. 9, 1912.—681

"OTHER CAPITALS OF EUROPE SEEM BY HER SIDE THINGS OF YESTERDAY, CREATIONS OF ACCIDENT": CONSTANTINOPLE. TO WHICH ALL EYES ARE TURNED.

Constantinople, whose eastern part is on the site of Byzantium, was founded, in 330 A.D., by Constantine the Great; and, after 395, was the capital of the Eastern Empire. It was unsuccessfully besieged by the Arabs, more particularly in 718; was taken by the Latins in 1203-1204; by Michael Palæologus in 1261; and by the Turks in 1453. To quote Freeman: "The dominion of the Old Rome had come of itself . . . but the Prince who fenced in the New Rome, the Prince who bade Byzantium grow into Constantinople, did design that his younger Rome should fulfil the mission that had passed away from the elder Rome. . . . He called into being a city which, while other cities have risen and fallen, has for fifteen hundred years, in whatever hands, remained the seat of Imperial rule, a city which, as long as Europe and Asia, as long as land and sea, keep their places, must remain the seat of Imperial rule. The

other capitals of Europe seem by her side things of yesterday, creations of accident." Now Constantinople is again at a crisis of her career; in time alone will her destiny be known. As we note under another page, the Great Powers obtained a few days ago Turkey's permission for a war-ship of each nation to pass the Dardanelles, as there was grave fear for the safety of European subjects in the city. The numbers on the plan inset into the large drawing refer to the following: 1. The French Embassy. 2. The British Embassy. 3. The Russian Embassy. 4. The German Embassy. 5. The Italian Embassy. 6. The Austro-Hungarian Embassy. 7. The French Hospital. 8. The Manœuvre Ground. 9. The Seraskerat Esplanade and Tower. 10. The Mosque of St. Sofia, which was built by Justinian; and became a mosque in 1453, on the capture of the city.

WITH BACKS TO THE ENEMY: THE RACE OF THE TURKISH REFUGEES.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU



WITH FRANTIC PASSENGERS EVEN ON THE ENGINE AND ITS TENDER: A TRAIN BEING BESIEGED BY SOLDIERS AND OTHERS HURRYING FROM THE FRONT TOWARDS CONSTANTINOPLE.



AT THE HEADQUARTERS OF THE GREAT TURKISH ARMY REPORTED TO HAVE SUFFERED AN APPALLING DEFEAT AT LULE BURGAS: REFUGEES CROWDED INTO TRUCKS AT CHORLU RAILWAY STATION.

On November 4, the day on which it was understood that the Porte had instructed its Ambassadors to inform the Governments of the Great Powers that it would welcome assistance in bringing about a suspension of hostilities, it was stated that there was much fear in Constantinople of an outbreak of Moslem fanaticism and despair on the part of the turbulent elements of the population remaining in the city, or of an irruption of hordes of broken and demoralised soldiery. "These fears," continued the "Daily Telegraph," "are not groundless. . . . It seems doubtful whether the danger would menace Europeans so

much as the native Christians, though in the general turmoil mistakes would be frequent. Nevertheless, without leaders, the mob is unlikely to take the law into its own hands, and for the present leaders are lacking." That considerable fear was felt was made evident in several ways, notably by the Great Powers' request to the Ottoman Government that each of them should be allowed to send one war-ship through the Dardanelles for the protection of foreign subjects in Turkey. The number of refugees, military and civilian, terrified and half starved, is enormous and increasing.

UNDER THE CRESCENT SINCE 1453 AND THE GOAL OF MODERN

CRUSADERS: CONSTANTINOPLE—ITS FAMOUS BYZANTINE WALLS.



1. BUILT DURING THE REIGN OF THEODOSIUS II.: A PART OF THE BYZANTINE WALLS OF CONSTANTINOPLE, WHICH WITHSTOOD SIEGE FOR MANY YEARS UNTIL MAHOMET THE CONQUEROR BROKE THROUGH THEM IN 1453. AND, HAVING CAPTURED THE CITY, MADE IT THE CAPITAL OF THE OTTOMAN EMPIRE.

2. MARKING THE BEGINNING OF THE LAND WALLS OF THEODOSIUS AND THE END OF THE SEA WALLS OF CONSTANTINE THE GREAT: THE MARBLE TOWER BY THE SEA OF MARMORA, BELIEVED TO HAVE BEEN THE PRISON OF SAINT DOMED, IN WHICH POPE MARTIN I. WAS PLACED IN 651, AFTER BEING DAMNED BY THE EMPEROR CONSTANS II.

Once more Constantinople is taking the attention of the world, as, indeed, it has done in a very considerable measure since there came the first news of successful Bulgarian advances. Much has been said, also, of the dangers of the city: hence we need make no excuse for the publication of these five photographs of Constantinople's world-famous Byzantine walls, a part of which at least, by the way, was threatened with demolition soon after the Young Turks came into power, it being deemed to modernize and enlarge the city. The land walls were built during the reign of Theodosius II., who was threatened with destruction soon after the Young Turks came into power, it being deemed to modernize and enlarge the city. The land walls were built during the reign of Theodosius II., who was threatened with destruction soon after the Young Turks came into power, it being deemed to modernize and enlarge the city. The land walls were built during the reign of Theodosius II., who was threatened with destruction soon after the Young Turks came into power, it being deemed to modernize and enlarge the city.

3. THE WALLS THAT SUFFERED MOST DURING THE TAKING OF CONSTANTINOPLE BY MAHOMET THE CONQUEROR: THE WALLS NEAR THE AQUADUCT GATE, SHOWING THE MOSQUE OF MESURME, DAUGHTER OF SOLEIMAN THE MAGNIFICENT.

4. THE REMAINS OF THE MARBLE BALCONY FROM WHICH THE EMPERORS WERE PROCLAIMED: THE RUINS OF THE PALACE OF PORPHYROGENITOS.

5. THE GATE THROUGH WHICH, MANY TIMES HAVE SAID IN THE PAST, CHRISTIANS WOULD ONE DAY PASS TO RECONQUER CONSTANTINOPLE. FORTY AUNDA, THE TRIUMPHAL GATE OF THE BYZANTINE EMPERORS.

6. A MAGNIFICENT RUIN OF THE WALLS ALONG THE SEA OF MARMORA: THE SO-CALLED "PALACE OF THE EMPEROR JUSTINIAN."

They were taken until Mahomet the Conqueror broke through them in 1453. With regard to certain of the photographs, the following notes should be given. The marble tower seen in the second photograph is believed to have been the prison of Saint Domed, in which Pope Martin I. was placed in 651, and in which Maria Comnena, mother of Alexius II., was imprisoned by Andronicus Comnenus. Of Photograph No. 4, it should be said that "Porphyrogenitos" was the name given to those Emperors who were born in that particular palace, a name in which was lived with porphyry brought from Rome. At this point the Theodosian walls end and those of Heraclius, Leo, and Martin begin.

MONTENEGRIN BIG GUNS IN ACTION NEAR TARABOSH: "LIKE AN ARTILLERY COMPETITION ON A LARGE SCALE."

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU



1. "MERRY, GREEN-CLAD GIANTS WORKED THE GREAT GUNS AS IF PRACTISING": 2 WHILE THE ENEMY'S UNSWERVING SHELLS WERE SCREAMING OVERHEAD: 3. AT THE MOMENT OF RECOIL AFTER FIRING: A MONTENEGRIN 4. IN A HIGHLY PRECARIOUS POSITION: A MONTENEGRIN GUN
MONTENEGRIN ARTILLERY BOMBARDING THE TURKISH FORTS—LOADING. MONTENEGRIN GUNS IN ACTION AGAINST THE TURKISH FORTS NEAR TARABOSH. GUN IN ACTION NEAR TARABOSH. IN ACTION NEAR TARABOSH.

Telegraphing the other day from the Montenegrin headquarters before Tarabosh to the "Daily Mail," Mr. John Prioleau said: "It was interesting to watch the jovial manner of the Montenegrin gunners under fire. With shells bursting round us continuously all the morning, these merry, green-clad giants worked the great guns as if practising. The Turkish fire being so unswerving and regular, the position was highly precarious. . . . Near each gun clumps of undergrowth concealed little knots of officers and men directing the fire by means of telescopes. The puffs of smoke from the bursting shells, which told where the Montenegrin shots hit, were greeted with a chorus of

suppressed cheers, deep-lunged laughter, and much mutual back-slapping. Had it not been for the tale told by the pierced shelter, the bloodstained ground, and hurried burials in a tiny churchyard this afternoon, it would have been for all the world like an artillery competition on a large scale. . . . The boom of guns and the wicked scream of shells, with occasional snatches of talk and laughter from the gun-pits, whence cigarette smoke is drifting continually, are the only sounds in this wonderfully lovely theatre of war." Mr. Prioleau was permitted to see the bombardment of the Turkish forts by General Martinovitch.

THE RULER WHOSE ACTION MAY CHANGE THE MAP OF EUROPE.

PHOTOGRAPH BY ILLUSTRATIONS BUREAU



THE MONARCH WHO BEGAN THE WAR IN THE NEAR EAST AND WON THE FIRST SUCCESSES FOR THE ALLIES:
NICHOLAS I. OF MONTENEGRO IN BATTLE ARRAY.

It seems unnecessary to remind our readers that the war in the Near East was begun by Montenegro, which declared war on Oct. 8. On the same day King Nicholas left for the headquarters of his army, amidst the booming of guns and the pealing of bells. Montenegro, too, won the first great successes of the war by taking Detchich, Tuzi, Shiptchinik, and other Turkish positions. King Nicholas was born on Oct. 7, 1841, and succeeded his uncle, Prince

Danilo I., on Aug. 14, 1860. In August 1910, on the fiftieth anniversary of his accession, he assumed the title of King. In 1860, he married Milena Petrovna Vucotic, daughter of Peter Vucotic, Senator and Vice-President of the Council of State. He has three sons—Princes Danilo Alexander, Mirko, and Peter; and six daughters, Princesses Militza, Stana, Helena, Anna, Xenia, and Vera. Princess Helena is now Queen of Italy.

DISCUSSING THE HARVEST OF THE ALLIES: BRITAIN'S FOREIGN MINISTER.

PHOTOGRAPH BY H. WALTER BARNETT, 12, KNIGHTSBRIDGE, S.W.



COMMUNICATING WITH THE OTHER GREAT POWERS AS TO POSSIBLE TERRITORIAL CHANGES IN EUROPE:

SIR EDWARD GREY, SECRETARY OF STATE FOR FOREIGN AFFAIRS.

At the beginning of the war in the Near East it was generally agreed that the Great Powers had determined that the status quo in the Balkans should suffer no alteration. The victorious march of the allies, however, soon caused much speculation as to what territorial changes there would be in the event of Turkey being defeated. Replying to questions in the House the other day, as to whether the Great Powers had agreed before the outbreak of the war to maintain the status quo; whether this determination was communicated to the Balkan States; whether other communications on the subject had since passed between

the Great Powers; and whether those Great Powers would uphold the territorial dominion of Turkey over Macedonia—Sir Edward Grey said that the answer to the first two questions was in the affirmative. With regard to the third and fourth, he said that, as communications were passing between the Great Powers, it was not advisable to make any statement at the moment. On November 4 the "Times" received a communication which stated that the Porte had telegraphed to its Ambassadors to inform the Great Powers that it would welcome assistance in bringing about a suspension of hostilities.

STARA ZAGORA: AT KING FERDINAND OF BULGARIA'S HEADQUARTERS.

PHOTOGRAPHS BY WOLFE, SUPPLIED BY TOPICAL WAR SERVICE



1. AT THE END OF ONE OF KING FERDINAND'S MANY JOURNEYS TO THE FRONT, HIS MAJESTY'S MOTOR-CAR AT STARA ZAGORA.

2. KING FERDINAND'S HEIR AT THE BULGARIAN HEADQUARTERS, PRINCE BORIS IN THE CAB OF A RAILWAY-ENGINE AT STARA ZAGORA.

3. CHOSEN AS THE HEADQUARTERS OF THE BULGARIAN ARMY, STARA ZAGORA—"WITH ALL THE GRACES OF PROFOUND PEACE."

4. A CENTRE OF BRILLIANT MILITARY ACTIVITY: THE HEADQUARTERS OF THE BULGARIAN ARMY AT STARA ZAGORA.

5. IMMEDIATELY AFTER A VISIT TO CAPTIVE TURKISH OFFICERS AT THE BULGARIAN HEADQUARTERS, KING FERDINAND AT STARA ZAGORA.

When the war-correspondents arrived at Stara Zagora they found it, in the words of Mr. Bennet Burleigh, "situated in a far-spreading plain, on which quite a garden city stands." "The place has all the graces of profound peace," he wrote. "Save for the passage

of motors and transport and numbers of soldiers, it would not easily be realised that the nation is engaged in a tremendous struggle. Churches and minarets . . . present a peaceful spectacle, and the Christian and Mohammedan populations dwell together in amity."



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MUSIC.

THE London Symphony and New Symphony Orchestras opened their season last week, and—too late for notice here—the Philharmonic Society, under the direction of Mengelburg, will inaugurate the second century of existence as a force in music. Steinbach directed the London Symphony players—from whose ranks we missed Mr. Arthur Payne, so long the leader—and gave us of his best. Under his direction the Beethoven Violin Concerto was more than ever a thing of beauty, and Herr Adolph Busch, who played the solo part, would seem to have acquired at a comparatively early age a mastery over and an insight into one of the most remarkable works yet written for the violin. Admirers of Herr Steinbach waited expectantly for the first Brahms Symphony—a work which, if it be indifferently played, is second to few accepted compositions of equal length in point of dulness. The conductor is known as a distinguished interpreter of Brahms, and those who expected a brilliant rendering were not disappointed. The Symphony seemed to glow

with life and vigour, to become the expression of a lofty mind seeking to express great and noble thoughts. It is, of course, impossible to translate music into words—the programme-note writers should have discovered this; one can say little more than that the Brahms Symphony, in the hands of such a conductor as Herr Steinbach, becomes a living thing, speaking with a voice that can be understood though it cannot be recorded, because it uses a language that has a range altogether different from our own. We thought that Herr Steinbach showed a finer feeling for Brahms than for Schubert, whose "Unfinished" Symphony came first on the programme.

Mr. Landon Ronald's opening concert with the New Symphony Orchestra included the first Elgar Symphony and the Symphonic Poem, "Don Juan," of Richard Strauss. Save for the fine slow movement, the first-named work does not appear to be living up to its earliest reputation, nor did Mr. Ronald succeed in giving it any added charm, as certain conductors have done. The Strauss Symphonic Poem seemed to rouse him and the orchestra to a height

of enthusiasm and of excellence. Mme. Julia Culp, the famous singer of German Lieder, whose appearances in London are all too few, was the soloist. It had not been possible to arrange a rehearsal, and the first chords from the orchestra proclaimed the fact that the key was too high for the singer. Mr. Ronald came to the rescue, and as soon as Mme. Culp had recovered her nerve, all went well. Mme. Culp is so completely a mistress of her art that her long absence from town is matter for regret. She is quite in the front rank of her exacting profession.

There will be over twelve hundred performers in the chorus and orchestra that will take part in the Coleridge-Taylor memorial concert on Nov. 22; Meses. Ada Crossley, Gleeson White, Ruth Vincent, and Esta d'Arco, with Messrs. Ben Davies, Robert Radford, Gervase Elwes, and Julien Henry, will be the soloists.



HONOURING OUR EASTERN ALLIES' DEAD GENERAL. COUNT NOGI'S BRITISH ORDERS BORNE BY BRITISH OFFICERS IN HIS FUNERAL PROCESSION.

Two captains attached to the British Embassy at Tokio carried Count Nogi's British decorations in the procession at his funeral. After the service in the cemetery, Prince Arthur of Connaught and the Japanese Princes present placed twigs of sakaki on the coffin.

It is to be hoped that the public response will be worthy the occasion, and there is little reason for doubt.

Those who take an interest in chamber music would do well to hear the Flonzaley Quartet. In the past year or two there has been no lack of quartets in London, but it is not often that one hears such a fine ensemble as the Flonzaley combination can boast. It was heard to great advantage at Bechstein's last week.

It has been well said that everyone who knows a good whisky knows the name of Bulloch, Lade and Co. Established in 1830, the firm has long held a leading position and high reputation in the Scotch whisky trade, both as distillers and blenders. Their Extra Special B. L. Gold Label is known as a whisky fit to delight the most critical connoisseur. At their three distilleries—Loch Katrine, Camlachie, Glasgow; Ben More, Campbeltown; and Caol Ila, Islay—the firm produces the finest malt whiskies.



Photo. H. C. Jones.

THE LAST MARCH OF THE GREAT JAPANESE GENERAL WHO COMMITTED HARA-KIRI: THE FUNERAL OF COUNT AND COUNTESS NOGI AT TOKIO.

The funeral of Count and Countess Nogi at Tokio was conducted with full military honours. Prince Arthur of Connaught, whose wreath of white chrysanthemums was conspicuous in the procession, met the cortege at the gates of the Aoyama Cemetery. The coffin was on a gun-carriage—the same used at the funeral of Prince Ito—drawn by fifty soldiers. On the top were the General's kepi and sword. Some way behind came his three chargers, followed by the hearse containing the body of his wife.

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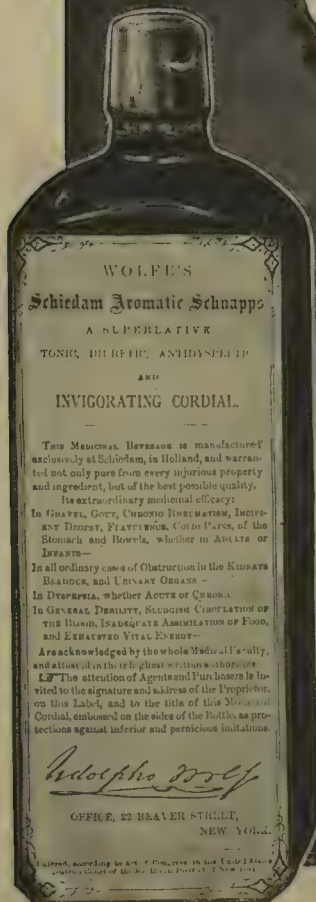
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ART NOTES.

It is told in Mr. Lewis Hind's book that Brabazon, whose habit was to take no food between breakfast and the evening meal, was one day in Italy persuaded to join his friends at the luncheon-table. "Lift your dish-cover," said they; beneath it he found a rose-leaf and a butterfly wing. The rose-leaf was well thought of, and if one has a doubt about the torn butterfly it is because one forgets that any ordinary dish would have been far more sanguinary. The butterfly would serve for two, the rose for a hundred meals, and Brabazon's appetite—the appetite of his eye—would have been well satisfied. So with his friend, Mr. Francis James, a flower suffices.



Photo. A. E. Johnson.

CELEBRATING THE ANNIVERSARY OF THE OUTBREAK OF THE CHINESE REVOLUTION; THE TEMPLE OF HEAVEN OPEN TO THE PUBLIC FOR THE FIRST TIME.

Festivities were held throughout China on October 10 to celebrate the anniversary of the outbreak of the revolution at Wuchang. The Temple of Heaven at Peking was thrown open to the public for the first time. Never before had a Chinese woman been admitted to the sacred enclosure. The photograph shows the crowd at the white marble altar.

For years his flowers have sufficed. The exhibition of his astonishing water-colours at 8, North Terrace, near the Oratory, contains, it is true, some few things besides, such as the drawing of one of the spirited valleys, scattered over with olive-trees and pebbles, that find the sea on the Italian Riviera. These other drawings are enough to establish Mr. James's power in the larger field—the field that he leaves for the sake of his lilies. Cut flowers, in a vase, suffice; that is, they give an ample scope to his eye and hand. The complexity of planes, perspective, surface, and chiaroscuro in, say, a bunch of pompom dahlias, is infinite. Turner went to the mountain ranges; Mr.

pello on the Grand Canal. The fact that most, if not all, the pictures in question have already been in England seems to make a substantial difference. They went to Italy as, so to speak, British subjects, and cannot, therefore, be held subject to the Pacca rule. Probably the National Gallery Trustees were over-anxious, with such desirable acquisitions at stake, when they approached the Italian Government on the subject. E. M.

James goes to the dahlias: which is the more arduous choice is doubtful. But in going to the flowers, Mr. James runs one risk. For all the splendid dash of his "attack," the spirited touch, the untiring interest, he seems occasionally to grow too literal. To have your whole world under your hand in a glass vase may make you, at times, a little careless of its many meanings. If Mr. James had always to take a train and a walk to arrive at his bunch of ranunculus, he would never fail to make surprising records of keen visual impressions. As it is, even though he has his flowers from his own garden, they never become common. He may sometimes lack a new impression to record, but technically he is always fresh—fresh as the freshest of anemones. As the last worker of a rare trio (three such colourists as Mr. Pownoll Williams, Mr. Brabazon, and Mr. Francis James but seldom come together), he is more than ever interesting. Brabazon's work is finished. Mr. Pownoll Williams has laid down his brush; but Mr. James is seen in his latest water-colours to be at the height of his achievement.

Lady Layard's death in Venice means the reversion of most important Venetian pictures to the National Gallery. Carpaccio at last will come to London. "The Departure of St. Ursula" is the picture, and this time she sails for Trafalgar Square, or so it seems.

An interesting point in Italian law is raised in regard to Italian pictures belonging to the English nation, but housed in Italy. The Pacca Act forbids the exportation of works of art; but it is said that the Italian Government has agreed to raise no objection to the removal of the Layard Collection from the Ca' Cappello on the Grand Canal. The fact that most, if not all, the pictures in question have already been in England seems to make a substantial difference. They went to Italy as, so to speak, British subjects, and cannot, therefore, be held subject to the Pacca rule. Probably the National Gallery Trustees were over-anxious, with such desirable acquisitions at stake, when they approached the Italian Government on the subject. E. M.



Photo. A. E. Johnson.

THE STRONG MAN OF CHINA: YUAN SHIH KAI WAITING FOR A MILITARY REVIEW TO PASS AT PEKING.

Among other celebrations on October 10, Yuan Shih Kai, the President, held a great review at Peking of 16,000 troops.



Photo. A. E. Johnson.

HONOURING THE HEAD OF REPUBLICAN GOVERNMENT IN CHINA: CAVALRY PASSING BEFORE YUAN SHIH KAI AT THE GREAT MILITARY REVIEW ON OCT. 10.

The Chinese Republic was proclaimed on February 12, 1912, and Yuan Shih Kai became the first President. There was great unanimity in China in celebrating the anniversary of the outbreak of the revolution which brought about the republic.



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ORIGIN OF THE HUMAN ARTS.

IN an exceptionally interesting book, "The Fundamental Principle: Origin of the Human Arts" (E. Spiotti, Genoa), Mr. G. d'Amato states that the knowledge possessed by primitive man was infinitely more extensive than is generally supposed, and gives proof that all human arts and sciences start from a fundamental principle known to prehistoric people from the highest antiquity. Basing his judgment on logical deductions drawn from comparing forms of art or thought borrowed, or interpreted, from documents emanating from the ancient races among whom the traditions originated, Signor d'Amato brings the ardour of a deist and a theosophist to the study of the esotericism of the successive mythologies of the world and of the form of their symbols, finding always in them a single source—God. He discovers the connection between the actual objects and the mystic signs used in most religions; he interprets the form of these signs after reducing them to their greatest simplicity as signifying God or divine power. The sign which unites both types of perfect geometrical figures—the square and the triangle; the first, symbol of absolute perfection; the second, of the Trinity—was in the vision of primitive man the very sign of the divinity, that is, of truth. It is formed by tracing across the square two diagonals which divide it into four equal triangles. According to an Arabic legend, this sign was engraved on King Solomon's ring, and it formed the key on which was based the shape of the numerical characters which we now use. Having proved this by experiment, Signor d'Amato tried the letters of the alphabet in their turn and found that they adapted themselves in that sort of cypher. Fresh divisions of the crossed square provided the tracing necessary for the figuration of all the letters, and indeed he discovered that this mystic key, when substituting the circle, also a perfect figure, for the square, and for its diagonals the curves of the Chinese "Svastica"—a solar symbol—served as a basis for the formation of the alphabets of all countries and of all times! The sign is therefore universal. Not only is it to be found in the letters, but in the elements of all the images which man created down to the attitude given to the dead by virtue of the religious rite using the sign



Photo, Record Press.

COMMEMORATING SOUTH LONDON'S MOST FAMOUS INHABITANT: THE NEW SHAKESPEARE MEMORIAL IN SOUTHWARK CATHEDRAL.

The new memorial to Shakespeare in Southwark Cathedral, it was arranged, should be unveiled on November 4 by Sir Sidney Lee, the Bishop of Southwark reciting the dedication. The memorial, is the work of the well-known ecclesiastical sculptor, Mr. Henry McCarthy. The inscription runs: "In Memory of William Shakespeare, for several years an inhabitant of this parish. B. 1564, d. 1616."



Photo, H. Feltm.

A FAMILIAR THAMES LANDMARK TO BE REMOVED: THE OLD TOLL-BRIDGE AT GORING.

All lovers of the Thames will be sorry to hear that the picturesque old toll-bridge over the river at Goring will shortly be a thing of the past, the Thames Conservancy Board having accepted the plans for a new bridge submitted to them by the local commissioners. The present structure is one of the few wooden bridges—if not the last—carrying a main road over the Thames.

as a basis. Thus were the letters created, long before the hieroglyphs, which, according to Signor d'Amato, were a calligraphy of the first rudely written characters, a bold assertion which finds some support in Professor Flinders Petrie's recent work. But the author refers to modern excavations which have divulged some alphabetic characters anterior to Pharaonic times. An elaborate study of the formation of words, customs, images, all starting from a common basis, fills the pages of this remarkable work, which, indeed, is so full of erudition that one cannot in these few lines do justice to the author for a book whose conclusions are almost revolutionary. In it he calls the attention of the learned to a study up till now too much obscured by what he considers the erroneous theories of many distinguished philosophers, who, for the most part, attached themselves too strictly to the matter and failed to grasp the spirit in trying to explain the origin and development of the human arts.

Two more volumes have been added by Mr. Heinemann to his tasteful series of "Little Books about Old Furniture." Volume III, is entitled, "Chippendale and His School," and Volume IV., "The Sheraton Period." The first two volumes were: I. "Tudor to Stuart," and II. "Queen Anne." The price of each volume is 2s. 6d. net, and each has a frontispiece in colour with a number of other illustrations in half-tone.

Signs are not wanting that the coming months will find the Cornish Riviera and South Devon more popular than ever as winter quarters with those who prefer to remain in England rather than incur the fatigue and expense of a journey abroad, and who have discovered that the ideal winter health and pleasure resorts of the West are brought practically to their very doors by the well-appointed express trains of the Great Western Railway. Many improvements for the comfort and entertainment of visitors have been effected: notably at Torquay, where the new pavilion is a great attraction, and no effort is spared by the local authorities in the various towns to render as pleasant as possible the sojourn of the holiday-maker and tourist.



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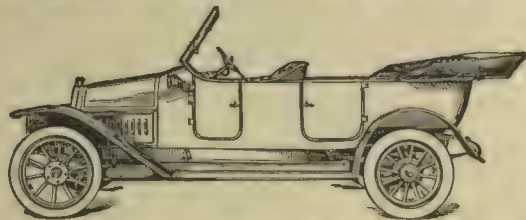
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LADIES' PAGE.

WHILE properly trained nurses would be invaluable at the seat of war, the case is quite different as to enthusiastic amateur girls who know nothing of a nurse's life beyond what half-a-dozen ambulance lectures have taught them: do not let them plunge so ill-prepared into the terrible reality. Remember that Lord Roberts is always warning us that one day, and perhaps ere long, we may need all hands on our own soil, and then, of course, we must try what we can do. But even for nursing work in our own civilised country, some preparation is necessary. The great lesson that Miss Nightingale was always repeating is that nursing is not a matter of "womanly instinct," but skilled work that requires training. That wise and great woman declares in one of her books that "three-fourths of women's failures arise from the fact that they are supposed to be exempt from the necessity of training known to be indispensable in the case of men." Then she points out that nobody would be supposed to be able to paint a picture or play a sonata without proper teaching and practice under skilled supervision, and that the care of the delicate and complicated machinery of the human frame must be even more worthy of study and training.

There is this advantage in preparing to be of nursing use in war: that should the clouds disperse, and the fond hope and prayer of the women in all lands for peace in our time be granted, the knowledge gained will still be of certain use some time or other in private and family life. To prepare to be of use in case of war is neither to invite nor to approve of it. The nurses' work is kindly and preservative of life. If war should ever stalk over our land, every true woman would ardently desire then to be able to join the ranks of that army of beneficence and repair. But to do so to any purpose, she must recruit now. Well, then, how and where can this be done? There is not any national and really practical effort being made to form a "territorial army" of volunteer nurses. In almost every town, however, St. John's Ambulance classes are held. The courses are too short and perfunctory, and the classes often are but ill taught, the lecturers being medical men who are unpaid, and who, naturally, very often have no gifts as teachers. Still, from these lectures and the booklets sold and advised, some knowledge, better than absolute ignorance, can always be gained; and some of the classes get excellent teaching. Pope did the community no service when he persuaded us to believe that "a little learning is a dangerous thing." It is only so when it is mistaken by its possessor for completeness; but a little is always better than none. "For him who knows, and knows that he knows, all is well; for him that knows not, and knows that he knows not, it may yet be well; but for him that knows not, and knows not that he knows not, there is no hope."

One organisation does exist for training women to be of real use as volunteer nurses in time of war. This is the



THE BEAUTY OF BROCADE.

Nut-brown chiffon over soft satin, edged with skunk (of which fur also the cuffs and one shoulder-band consist) accompanies a tunic of lovely brocade, with a gold gauze ground and gold-thread design. Note the fashionable coiffure with gold bandeau.

"Woman's Sick and Wounded Convoy Corps," whose Commandant is Mrs. St. Clair Stobart, 39, Great Smith Street, Westminster. The full course lasts three years, and besides all nursing details (part of the instruction being given actually in a hospital), and the scientific foundation—atomy and physiology, the members of this corps learn signalling, riding, including bridling and saddling, and caring for horses, camp and invalid cookery, and everything else that could make them thoroughly useful, and no burden to the fighting force, in the stern realities of the field. Unfortunately, these classes are not available for working girls, as they must all be attended in the daytime; and they involve those who join in a certain expense, not very great, but enough to give pause to many girls who have no money because they live at home, but who would be useful recruits. For the benefit of such, other women of means are invited to supply the sinews of war by becoming subscribing honorary members to the above institution.

Close and neat hairdressing, which is the order of the day, has brought with it changes in headgear both for outdoor and evening wear. The new hats, though some are wide and others are but little bigger than the head itself, are all worn well pushed down on the head, the hair making a fringe of softness all round. Little folded toques admirably suit this coiffure for morning wear, and are built of soft silk, sometimes waterproofed slightly in finish, or of velvet, or supple felt. Then there are the neat little round and oval shapes in beaver velours, very useful and becoming. Felts in boat shapes, in turbans, and provided with puffed crowns of velvet, are also worn. But then there are wide-brimmed hats for smart wear, and on these ostrich-plumes are generally worn; the upright "Lancer" plume is still employed; but far more fashionable are large ostrich-feathers laid down round the hats. These have flat, low crowns surrounded and almost covered by a ruche or a froth of soft feather fronds. In almost every case the hat is worn pushed well down on the head, so that even the head gear that is trimmed rather high, with upright ostrich-feathers or fancy aigrettes or wings, never looks "perched" on the head, or "fly-away."

For the evening, there are many bandeaux, some paste-studded, some twists of gold or silver net, some rather wide bands of beads; and attached to these, or projecting from the neat plait or coils of the hair itself, is often an osprey or other plume; perhaps upright, but very often laid artistically downwards and outwards above the left ear. These additions to the coiffure, whether they stand up high or project from behind the head, are not desirable for theatre, or indeed for dinner wear. For these occasions, when one must be in close proximity to other people, there are numerous dainty little caps, sitting close to the head, and generally becoming. They are made of cloth-of-gold, of pearls, of gold or coloured beads, of tinsel net, of gold lace, and so on, and are sometimes finished with a marabout or ostrich-tip, or a fancy ornamental aigrette.

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BIBENDUM — PULLS THE STRINGS



Before the Show

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With apologies
to Buntz

THE PLAYHOUSES.

"THE DUSTY ROAD." AT THE PLAYHOUSE.

IT is marriage which, according to Kitty Scarecliffe, heroine of Mr. Wilfred T. Colby's new curtain-raiser, is "the dusty road"; but when she talked like that and declared also, as the proud mother of a baby, that "to marry is to domesticate the recording angel," she was pulling her dear Aunt Cornelia's leg. Aunt Cornelia, you see, had been fulminating on public platforms against matrimony and orthodox religion, and Kitty, as a clergyman's wife, resolved to take a rise out of her, and "get the Gospel some of its own back." So she pretended to have put her aunt's theories into practice, and—as this lady was really a very conventionally minded person—shocked her horribly by assuring her that she (Kitty) was living with, and yet was not married to, a certain George. In point of fact, George was her brother-in-law, staying with the clergyman and his wife till he could marry Kitty's sister. For a young woman in her position, it must be said that the heroine displays a rather extraordinary levity, as well as volubility, and Mr. Colby has done much better things

Maude, whose masquerading waiter is one of the drollest of all his impersonations. The farce goes now to a continuous accompaniment of laughter.

"OFFICER 666." AT THE GLOBE.

"Melodramatic farce" though a term implying a hybrid variety of drama, is a good enough description of "Officer 666," for this importation from America combines some of the features of farce and melodrama, and makes of them a not unagreeable mixture. You may enjoy Mr. McHugh's piece for its lightning-quick pace; its piling

Such are the topsy-turvy conventions of "melodramatic farce"; and to these you must add situations of misunderstanding, disguise, and coincidence, which only the rapidity of the play's action would permit the most thoughtless of audiences to tolerate for a moment. But the story is rightly taken at express rate by its interpreters—most of them, such as Mr. Wallace Eddinger



SHOWING THE PECULIARITIES OF HER DECK-CONSTRUCTION, H.M.S. "NEW ZEALAND," THE GIFT OF THE NEW ZEALAND GOVERNMENT, AT PORTSMOUTH.

It will be remembered that the new battle-cruiser "New Zealand" is a gift to the British Navy of the Dominion after which she is named. It was arranged in May that on completion she should visit New Zealand, and then join the First Cruiser Squadron in the First Fleet. It was originally intended to employ her in the Far East, but the New Zealand Government later agreed to her being stationed in home waters. The isolated funnel amidships may be noted.

in the past than this laboured joke. But the play has its moments of wit and amusement, and Miss Athene Seyler rattles through the part of the talkative young mother very pleasantly. Meantime "The Little Café" has settled down into a success at the Playhouse, thanks to Mr. Cyril

assured amusement. Like "Raffles" and other pieces of its kind, "Officer 666" exalts a burglar into a heroic position, and has for its happy ending the fooling of the police and the escape of the character which in old-fashioned melodrama would be regarded as the villain.



Photo. S.A.

NAMED AFTER THE SAILOR-KING: THE DREADNOUGHT "KING GEORGE V," LEAVING PORTSMOUTH HARBOUR FOR HER TRIALS.

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of sensation on sensation; and its diverting, though mechanical, humour. But you must leave your intelligence behind you in the cloak-room, and divest yourself of any stern moral judgments as to crime and the criminal, before you can promise yourself

and Mr. John Milner, Americans; a minority, including Mr. Sam Sothorn and Miss Viva Birkett, English—and in the rush and bustle of its action no time is given for the detection of its extravagances.

"A PENNY BUNCH." AT THE VAUDEVILLE.

In front of "Little Miss Llewelyn," which has now passed its seventy-fifth performance, and seems to have lost none of its powers of pleasing, the Vaudeville management last week staged a "kerbstone episode" adapted from Mr. Neil Lyons's delightful studies of low life—"Clara," by the author and Henry Seton—and exhibiting, as did the original, real sympathy with street types, and knowledge of their moods and vernacular. A flagstone artist and a flower-girl have both been "doing time," and are both, though in love with one another, afraid of their delinquency till Sarah Moon—another flower-seller—gives Alf the tip and a few moments' tête-à-tête to come to an understanding with his Poppy. Mr. Eliot Makeham, Miss Lilian Mason, and Miss Esme Hubbard individualise the trio of characters neatly, and give the dialogue all due point.

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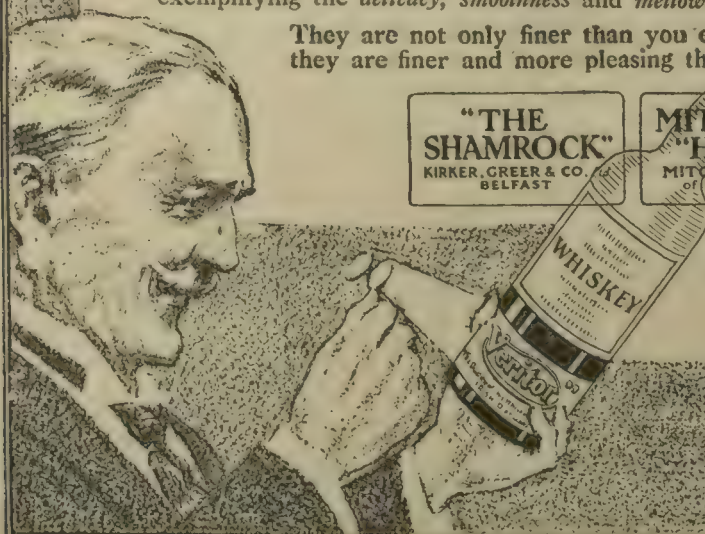
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LITERATURE.

Mme. Judith. It is a somewhat curious coincidence that Mme. Judith should have died within a week or so of the English publication of her Memoirs, "My Autobiography" (Nash), as they are entitled. Her death occurred on Oct. 27, and she had reached the ripe age of eighty-three; indeed, so long ago were her stage triumphs achieved that not a few playgoers must have been startled, when her book appeared, to learn that she was still alive. Her earliest associations were with Mlle. Rachel, the great tragédienne, who was, like herself, a Jewess, and was, when Judith first knew her, still singing in the streets for coppers. The two future celebrities both drugged in the child-troupe organised by Rachel's father—the lazy and rascally Félix—but Judith soon passed out of his control and the reach of his lash to the Folies Dramatiques and the Comédie Française. There she gave the Duc de Morny lessons in elocution, and made the acquaintance—valuable to her—of the Prince Napoleon, as well as of the two Dumas and Victor Hugo. She tells many amusing stories of these three men of letters, as also of Alfred de Musset, in whose plays, as in those of the elder Dumas, she played leading parts. She saw the author of "Les Misérables" put a whole orange in his mouth, with lumps of sugar and potions of kirsch, and swallow down the mixture instantaneously. Dumas père on one occasion, to gratify some guests of hers, put on a chef's costume and prepared and served supper for the company. Alfred de Musset tossed off tumblers of beer and absinthe combined in her presence, delivered a lecture about love, and then, in lachrymose mood, begged to stay the night on her sofa. Once, in a holiday freak, she came to England to visit Louis Blanc, and at his rooms met "a man with a prominent nose, a thick, dark curly moustache, and blue, dreamy-looking eyes." It was Louis Napoleon; and she did not get on very well, subsequently, with the Prince-President. She persuaded him to let "Marion Delorme" be put on during Hugo's exile, and the good-natured Emperor came to the Comédie Française revival himself, only to be grieved by the poet's friends. "Blanchette," as she was called, from the whiteness of her skin, had many quaint adventures. She risked her life to visit her mother during the Revolution of '48—bullets spitting around her as she hurried through the streets. When she figured in the rôle of Charlotte Corday soldiers were stationed in the wings of the theatre to prevent any riot. Looking back on the years when so much homage was paid to her beauty and talent, Mme. Judith could hardly believe that the petted actress of the 'fifties and the old woman writing her Reminiscences in loneliness and neglect were one and the same person. As she put it: "The true Judith is the Judith of days gone by, and I live now only in the memory of what I was then."

"Royal Gardens." In a handsome volume, entitled "Royal Gardens," "Royal Gardens" (Longmans), illustrated with thirty-two full-page reproductions in colour from his own pictures, Mr. Cyril Ward has given an attractive glimpse of the surroundings of Windsor Castle, Bagshot Park, Hampton Court, Osborne, Marlborough House, Kensington and Holyrood, Claremont and Sandringham. He has an introductory chapter dealing with general garden history and having special reference to Royal Gardens, and his own narrative has been reinforced by the head gardeners of Windsor, Bagshot, Osborne, Holyrood, Claremont, and Sandringham. Mr. Ward is the painter of the pictures, as well as the author of the greater part of the book, and though the results of colour-printing might be more successful than they are in this instance, the range of views, well chosen and dealing with spring, summer, and autumn scenes, could not well have been presented without the use of colour. It is a little unfortunate from a purely literary point of view that the head gardeners who have contributed to the volume are intensely practical men, and that some of their comments have all the fine flavour of a catalogue. On the other hand, Mr. Ward has written agreeably of the history of gardens, and his notes on garden design show how fully he understands the principles that must be followed if gardens are to supply a natural setting for the dwelling-house. It is as a record of what has been done, and can be done, under exceptional circumstances that "Royal Gardens" has special value on its pictorial side, but the advice given to the garden-lover in the last two chapters of the book will serve as readily for the man with an acre of land round a cottage as for the owner of a big estate.

Butterflies and Moths.

It is a commonplace of observation that works on natural history have taken a great stride in the past few years. In place of the badly digested facts culled from old text-books, and reinforced by a minimum of personal observation, we have the fresh results of the trained eye and well-balanced mind; the old-time wood-cuts which had neither artistic nor scientific value have yielded to the records of highly skilled photography, or to the coloured picture—in short, the road to Parnassus has been relaid and lined on either side with pleasant trees and shady resting-places. A good example of the modern book that is designed to make open-air study easy is "Butterflies and Moths at Home and Abroad," by H. Rowland Brown (Fisher Unwin). This is an elementary work enough, and covers far too wide a field to exhaust any part of it, but the writing is simple, the hints to the collector are extremely practical; and there are twenty-one coloured plates, each giving accurate representation of anything from four to sixteen species. The volume is divided into two parts—the first a practical treatise for beginners;

the second demanding a sustained interest and a certain knowledge. In his chapter entitled "The Uses of Collecting and Observation," the author defends, with vehemence, the green gauze net and collecting-tin. At the same time there is no doubt but that this collecting is only to be defended if it be done with the object of study and the hope of adding to the sum of useful knowledge. Children without number pursue and kill our Lepidoptera for the sheer pleasure of pursuit, and in these days the earth is beginning to feel the loss of bird, beast, fish, insect, and even flower that is snatched from life to serve no useful end. Happily, one of the best correctives of the destructive tendency is the book that explains the significance and the responsibility of the collector's work, and Mr. Brown has not failed to bear this truth in mind.

The Greatest Naval Weapon.

Mr. Walter Wood is deservedly a favourite with the reading public for his many interesting books. He has hardly though, it may be safely said, ever done better work than in his latest volume, "The Battleship," just published by Kegan Paul, Trench, Trübner and Co. The book, as a fact, does what it professes to do. It enables one to realise, in as attractive a manner as the subject is capable of, how our most modern Dreadnoughts and super-Dreadnoughts actually do represent the latest stage of an evolutionary process that has gone on continuously ever since that "gorgeous, crude, and almost harmless vessel which was our first ship of the line and amazed the world—that in which Henry VIII. voyaged to the Field of the Cloth of Gold." Of this wonder of the world, moreover, we are given a coloured picture as the frontispiece. Nelson's Victory, of course, has a prominent place in the story, and in the "Trafalgar Period" chapter, which is rich with things that will be "news" to many of us, Mr. Wood prints a facsimile page from the Victory's deck-log, noting the death of Nelson as written down on that Monday afternoon a hundred and seven years ago, immediately after the firing at Trafalgar stopped. Mr. Wood tells us not only about battleships past and present themselves, but also how they were and are manned, and what life in them was and is like. "Beef and Beer," "Women in Battleships," "At Sea and in Harbour," are chapters in which everybody may find something of interest. The greater part of the book is, of course, devoted to our modern steel-clad mastodons on the active list of the seagoing fleet at this moment. All about our most up-to-date Dreadnoughts which an ordinary individual can want to know, related of set purpose by the author in straightforward and non-technical language, is to be found in Mr. Wood's pages. Lastly, the work is well and fully illustrated with over three hundred illustrations, from engravings, drawings and plans, and photographs.

PUBLISHERS' ANNOUNCEMENTS.

BEST BOOKS.

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WILLS AND BEQUESTS.

THE will (dated July 9, 1912) of Mr. CHARLES GABRIEL BEALE, of Maple Bank, Edgbaston, solicitor, four times Lord Mayor of Birmingham, who died on Sept. 1, is proved by his sons, the value of the property being £135,637. The testator gives the household and domestic effects to his wife; his ornithological books to his sons; £400 to Madge Kay; and the residue to his wife for life, and then equally to his children Hubert Kenrick Beale, Edmund Phipson Beale, Edith Mary Slade, and Norah Kenrick.

The will (dated March 22, 1910) of Mr. JULIUS KULLMANN, of Manilla Lodge, Wilbraham Road, Fallowfield, Manchester, who died on Sept. 24, is proved by Herbert Charles Kullmann, son, and William Ruttenau, the value of the property being £97,133. The testator gives £50 each to the Manchester Royal Infirmary, and the Hospital for Incurables; £25 to the Manchester Southern Hospital for Women and Children; £400 for the employees of Kolp Kullmann and Co.; small legacies to servants; and the residue to his son and daughter.

The will of JULIA ELLEN JOSEPHINE, DOWAGER BARONESS ROSMORE, of Ranby Hall, Nottingham, who died on Sept. 12, is proved by her son, Major the Hon. Peter Craven Westenera, the value of the property being £307,510s. 4d. The testatrix gives her jewels, furniture, etc., to her granddaughters Petronella and Norah Westenera; an Indian shawl given to her by Lord William Beresford to Mittie, Lady Rosmore; £100 to the Rev. Father O'Reilly for Masses; and £100 to Ellen Tully. The residue she leaves to the Hon. Mrs. Westenera, wife of her said son, for life, and then for her granddaughters Petronella and Norah.

The will and codicil of Mr. ARTHUR BRAMPTON, of The Chantry, Elstree, and the Stock Exchange, who died on Aug. 23, are proved by the widow, Herbert Thomas

Herring, and Stanley Gray, the value of the property being £107,645. The testator gives £600 to his wife; £12,500 to his son Robert Arthur on his attaining twenty-five years of age; £7000 in trust for each of his daughters Adelaide Lily and Lorna Pauline; £100 each to the executors; £500 to his manager, Frank Hooper; £250 and a share in the Stock Exchange to Herbert Cannon; and legacies to clerks. The residue of the property he leaves in trust to pay the income thereof to his wife during widowhood, or an annuity of £600 should she again marry,

to his daughter Mrs. Peyton, and £3000 to her and her husband, requesting it to be applied for the benefit of his grandson John Algernon W. Peyton; £500 to Robert F. Mills; £1600 to Charles H. Barber; £1050 to Susan M. W. Atterbury; £500 to Ivy G. M. Atterbury; £100 each to Emma Barker and Marion Dorothy Barker; £50 each to the Boys' and Girls' National Schools at Bakewell; and other legacies. The residue goes to his children Susan Honoria Barker (since deceased), Elizabeth Georgine Barker, Marian Helen Barker, Edward R. W. Barker, Mrs. Peyton, and Frank L. W. Barker, and his grandson John Cecil L. W. Barker.

The will (dated May 6, 1911) of GEN. SIR CHARLES JOHN STANLEY GOUGH, V.C., G.C.B., of Innislough, near Clonmel, who died on Sept. 6, is proved by Brigadier-General Hubert de la Poer Gough, son, the value of the property being £32,616. He gives the household effects and his money on current account to his wife; the insignia of the Bath, his V.C., a silver cup, and two gold-mounted whips to his son Hubert; his war medals, sword, and silver tankard to his son John Edmond; and the residue in trust for his wife and sons, and on her death to his two sons.

The will of LIEUTENANT-GENERAL EDWARD ARTHUR GORE, of Derrymore, O'Callaghans Mills, co. Clare, who died on June 16, has been proved, the value of the estate in England and Ireland being £50,514. The testator gives £10,000 to his wife; £10,000 to his son Reginald; £500 to his sister-in-law Catherine Flynn; £100 each to the executors; £100 to Richard Thomas Tweedy; and the residue to his wife for life, and then for his son.



Photo. Illustrations Bureau.

WHERE THE MONTENEGRINS SUFFERED PRIVATIONS: THE HEADQUARTERS OF GENERAL MARTINOVITCH AT MURICAN. In a despatch to the "Mail," dated Sunday, October 27, Mr. John Prioleau wrote: "I arrived at General Martinovitch's headquarters at Murican (about eight miles from Scutari), before Tarabosh, last night. . . . Tarabosh was being bombarded, and shells burst on the mountain above Murican. . . . Both General Martinovitch and his staff are suffering great privations. . . . The food and sleeping accommodation here are of the roughest nature. . . . The friendliest sentiments are entertained towards us as Englishmen wherever we go." Mr. Prioleau is seen in the above photograph standing alone in the background, to the left of the central group, with arms behind his back.

and subject thereto, as to £5000 for his son, and the remainder in trust for his three children.

The will (dated July 10, 1903) of Mr. JOHN EDWARD BARKER, K.C., ex-Recorder of Leeds, of Brooklands, Bakewell, Derby, who died on Aug. 20, is proved, and the value of the estate sworn at £129,365. He gives £200

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back or high in the loins; susceptibility to rheumatic and lumbago attacks, and sciatic twinges. Kidney weakness is generally traceable in the condition of the kidney excretions.

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100 Pounds."

In an interview accorded upon his return from a long trip, Dr. F. M. Turner, the physician, scientist and traveller, widely known for his scientific researches, and whose name has brought him international reputation, gave some valuable information to those who were astonished by his loss of more than 100 pounds of excessive fat since they last saw him. They found it difficult, indeed, to recognise in the slender, muscular, and perfectly proportioned form of Dr. Turner to-day the same man who only a few months previously they knew as a semi-invalid, so enormously fat that he could barely walk.

When questioned concerning his health and the remarkable change in his appearance, Dr. Turner said: "My discovery came about during my trip, and in this way: When seeking data for some literary work, I found a reference to the manner in which the Japanese were said to easily overcome any tendency to take on superfluous flesh. It was easily apparent from observation that the Japs are comparatively hearty eaters, and that their diet consists largely of rice, the most starchy, and therefore the most fat-forming, of all grains. I had often wondered why, in spite of these facts, the natives of Japan, both men and women, always present such a slender, trim, neat appearance. Although corsets are rare in that country, the women there have beautiful figures that any Englishwoman might well envy, and the Japanese men have strength and powers of endurance that are proverbial. After diligent inquiry about the cause of this, I became more than ever convinced that they were using there in Japan methods of fat-reduction and fat-prevention far in advance of anything known to medical science in this country. As the finding of such a method was a matter of life or death to me at that time, I consulted numerous authorities, and set about asking questions of those who would be likely to know anything about it. I am glad to say that my untiring efforts were finally rewarded by the discovery of a new means of fat-reduction that I determined to give a short trial immediately. I was fairly startled to behold the wonderful change it made in my appearance, and the improvement in my health that was noticeable from the very first. My fat began to vanish at the rate of one pound a day, sometimes more. I knew I had at last discovered the secret that had been vainly sought for years, and I continued the treatment until I had lost more than 100 pounds in weight. I became stronger with every pound I lost, and soon regained all my old-time vigour of body and mind. It made me feel 20 years younger to be rid of all the fat that had formed inside and outside of my body. After discontinuing the treatment and keeping a careful record of my weight for more than two months, I was delighted to find that the reduction was permanent,

nor has my fat shown the slightest tendency to return since then."

Dr. Turner then went on to explain the treatment he discovered, and while anyone must admit that it is a highly logical method and undoubtedly effective to a wonderful degree, yet it is so simple that even a child can understand it and obtain most satisfactory results. Surely, in view of all these proven facts, no stout person need any longer feel that he or she must remain fat now. Lack of space prevents a full description of the entire method here, but Dr. Turner has described it in a handsomely bound and extremely interesting little booklet, entitled "How I Reduced My Weight 100 Pounds," and by special arrangement with the Doctor we are able to announce that these valuable booklets, while they last, are to be distributed absolutely free to *Illustrated London News* readers who are sufficiently interested to send two penny stamps for postage and packing.

The books are sent in plain wrapping, and we are told that there are only about 1000 of the last edition left. When these are gone the Doctor may not have any more printed, as he says that extensive business and professional interests will demand all his time from now on, and also he may depart on another long trip at any time, so will probably have no time to give the matter personal attention again for several months at least. He therefore will not promise us to send the books to any readers who do not write him immediately. The Doctor's present address is: F. M. Turner, c/o the Dr. Turner Co. (Dept. 23038) 214, Great Portland Street, London, W., and any requests sent there during the next few days will be given prompt attention. We urgently advise all *Illustrated London News* stout readers to obtain this wonderful book and begin reducing weight immediately, as such a chance as this may never present itself again.

This offer is made for the special benefit of *Illustrated London News* readers, and in order to prove that you are entitled to receive one of the books entirely free of cost be sure to send the following coupon, or write and mention No. 23038.

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TO
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Stand
191
Olympia.

Visit the 'V'-Shaped Tyre in the 'V' of the Annexe.

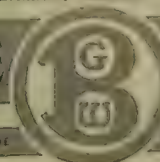
The Beldam Stand at Olympia is No. 191, in the "V" of the Annexe. There you will see two types of Beldam Patent Tyres—the All-Rubber Non-Skid and the Rubber-Steel Non-Skid; with sections fully explaining their scientific construction and their advantages. Both types of Beldam Motor Tyres Guaranteed 4000 Miles as a Minimum.

Write for the interesting Beldam Booklet.

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THE BELDAM TYRE



THE CHRONICLE OF THE CAR.

The Olympia Show. Quite naturally, every motoring topic at the moment is subsidiary to the great main feature of the automobile year, the Olympia Motor Show, which again promises to beat all the records. As it only opened its doors yesterday, it is too early yet to say that the popular interest is still so keen as to result in crowding the building to the point of suffocation—as has been the case for the last three years—but all the indications tend that way. Certainly, in the number and interest of the exhibits it does create a new record, and I believe that when the end of Show Week arrives, we shall find that in numbers of visitors and in volume of business transacted the figures of all previous years will have been easily eclipsed.

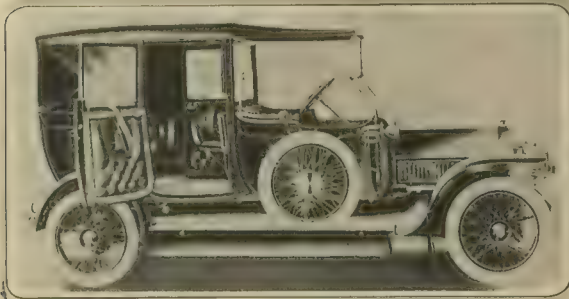
So far as concerns the trend of design, that is a matter which I rather prefer to leave over until it is possible to view the Show in perspective. It is manifestly out of the question for the mind to grasp all the essentials of change on the opening day of an exhibition of such magnitude as that which is now running its course at Kensington. The main points of progress as they appeal to me at the moment may be summed up in the movement towards a more extensive use of the four-speed gear-box on low and medium-powered cars, and the increased favour shown by designers

principal features of the Show; but so great and so varied is the interest that I have found it impossible, even within the somewhat wide limits of the Supplement, to deal with everything of note, and I am perforce driven to devote practically the whole of my space in these columns to some further brief notes on the exhibits. At present the Show eclipses all other motoring matters in public interest.



WITH SEATS THAT CAN BE TAKEN OUT FOR PICNICS: A MAYTHORN LIMOUSINE LANDAULETTE.

The above is one of the latest limousine landauette bodies built by Messrs. Maythorn and Son, of Biggleswade. The car is painted in mauve. The armchair seats inside are adjustable to almost any position, and can be taken out and used for picnic parties if desired.



EXHIBITED AT OLYMPIA: A 20-H.P. HUMBER CABRIOLET.

Messrs. Humber, Ltd., of Coventry, are exhibiting three complete cars, including the above, on Stand 37 at Olympia. The coachwork is roomy and comfortable, and handsomely upholstered. The scientific springing of the car makes for particularly smooth running.

to the silent chain for the operation of valve-gear for the magneto.

In accordance with custom, *The Illustrated London News* devotes this week a Special Supplement to the

Peugeot Cars. Although victory in a classic road-race does not carry with it the same popular interest that it did a few years ago, I imagine that the Peugeot win in the Grand Prix race last summer will increase the attraction of this well-known French firm's exhibit. For 1913, the Peugeot concern, in addition to having improved the older models, is making three new cars, of which possibly the most interesting is the "Baby Peugeot."

This is quite a different thing from the "Baby" which really made the firm's reputation in England a few years ago. It is almost within the definition of a cycle-car, but on orthodox car lines. It has a neat little four-cylinder motor of the monobloc type—55 mm. bore

by 90 mm. stroke. The change-speed gear is quite unconventional and takes the form of two separate bevel-gears in the rear axle. One bevel pinion is keyed to a tubular transmission-shaft, and the other to a plain shaft running inside the former, so that both gears are always in mesh. At £160, with complete equipment, this little car should soon become popular. The other new models are a 14-18-h.p. car, with four-cylinder motor of 80 by 140 mm. (1'59 rating), and an 18-24-h.p. chassis in three types. The "Lion-Peugeot" 12-h.p. voiturette has been improved in detail to a considerable extent; while the 10-14, 12-15, 16-20, and 17-22-h.p. cars remain practically unchanged.

I believe I am right in saying that the Cadillac is the sole survivor of the American cars which were known in this country in what we now term the early days of motoring. That it has survived in England is due entirely to its own intrinsic merits, for it is unquestionably a good car, and always has been since I have known it. This year several detail alterations are observable. To begin with, the stroke has been lengthened and the power output of the motor has necessarily been increased. The single-unit form of cylinder casting, with copper water-jackets, has been retained, but the valves are now protected by very clever telescopic covers. The brakes

Cadillacs from across the Atlantic.

are somewhat improved in their design, and the details are generally stronger than in last year's model. Of course, the electric self-starter and lighting plant which has done so much to assure the popularity of the Cadillac



EXHIBITED AT OLYMPIA: A 12-15-H.P. PEUGEOT CABRIOLET BY ALFORD AND ADLER.

The car is fitted with a Smith speedometer and clock, a Bosch magneto, and a Claudel carburetter. It is exhibited by Messrs. Peugeot, of 10, Brompton Road. Messrs. Alford and Adler's premises are at 53, Newington Butts.

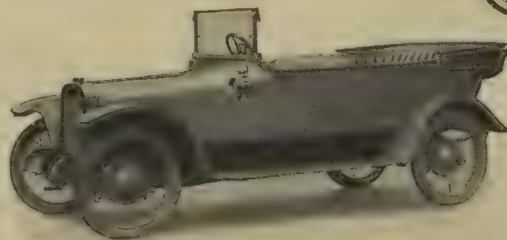
(Continued overleaf.)



Olympia, Stand No. 36.

The **ARGYLL**

The Car of characteristic design and great comfort.



No car has the luxurious dignified appearance of the Argyll. Nor can any give the same degree of comfort. The new "stream-line" design of the 1913 models gives to the Argyll an elegance of appearance that has never before been reached. Luxuriously upholstered, fitted with those little accessories that tell for great comfort, roomy, with the body-work finished in an irreproachable style, the Argyll is unrivalled.



Fitted with the marvellous Argyll Single Sleeve Valve Engine these cars represent the highest standard of motor car construction—"the finest product of the highest-skilled engineering centre of the world." Efficient, reliable, light on tyres, economical in petrol, easy of control, the Argyll gives "day after day" service with little attention at a minimum of cost for upkeep. To ride in one is to enjoy to the utmost the pleasure of motoring.

1913 Models, with full equipment, ready for the road.

12/18 h.p. (4 Cylinder Poppet Type) Car Complete	£375, (without equipment £345.)
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Diagonal Braking System. All Argyll models are equipped with this patent system of braking on all four wheels. The brakes act on all wheels at once, and their enormous power gives absolute confidence on the very steepest of hills.

Don't purchase your car until you have had actual demonstration of the comfort and smooth running of the Argyll.

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Engine,
Three Speeds,
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Both models
fitted with
lamps, hood
and screen,
ready for
the road.

"Everything that the name implies."

THE CAR FOR THE OWNER-DRIVER.

TWO models will be shown at Olympia—a four-seater and a two-seater. The price of the four-seater is £325, and that of the two-seater £310.

The all-steel bodies are of an entirely new design which has already been very favourably commented upon in the motoring papers, and is sure to cause a great deal of interest at the Show.

STAND 57 OLYMPIA

NOV. 8th to 16th, 1912.

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MOTOR DEPARTMENT, SPARKBROOK, BIRMINGHAM.

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ON VIEW AT

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Stand No. 324, Gallery, Olympia.

Including THE NEW ROCKSTEADY MODELS of the PERFECT SPEEDOMETER, SMITH'S AUTOMATIC 4-JET CARBURETTER, GOLDENLYTE LAMPS, A-L GENERATORS, ADNIL HORN, and many novelties.

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The 'Gabriel'
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"de Luxe" **BUGLE**

A distinctive yet unobtrusive alarm for motorists who take a pride in the equipment of their cars. Consists of four pipes, each of which is tuned to a distinct note. Wires connected to a keyboard permit the driver to operate the notes separately or simultaneously as desired, so that bugle-calls, &c., may be faithfully reproduced.

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See it at Stand 244 (Gallery), Olympia.

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The Tyre that
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Be sure to see the exhibit of
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REVOLUTIONARY NEW DESIGNS FOR 1913.

WE can state without fear of contradiction that the exquisite lines, the supreme comfort, the luxurious appointments and still more marvellous lasting qualities of Van den Plas carriage-work have never been approached by any other coach-builder. To examine any of the various Van den Plas designs is to realise that one is standing before a MASTERPIECE.

IMPORTANT ANNOUNCEMENT.

VAN DEN PLAS CARRIAGE-WORK IS
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UPON A LIMITED NUMBER OF
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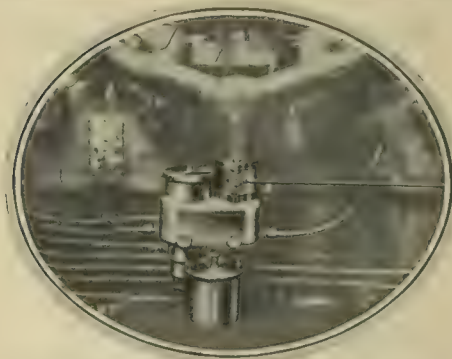
Telegrams: "Lurgique, London." Telephone: 8574-5-6

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New Cars—New Owners
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More power to your Engines!
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More miles on the Clock-face—
With Pratt's—best by far.

Perfection Motor Spirit



AN INDISPENSABLE ADJUNCT: SMITH'S NEW AUTOMATIC CARBURETTOR.

This carburettor, which is of the four-jet type, is made by Messrs. S. Smith and Sons, of 9, Strand, W.C.

Continued is still made a standard fitting, albeit in a slightly improved form. From the point of view of value for money, the Cadillac is a hard car to beat. Not that it is in any way to be confounded with the ultra-cheap American car that is making so strong a bid for popularity in England just now, for it is essentially a "class" car. It forms an exhibit which will well repay inspection.

B.S.A. Cars and Bodies.

When the 13'9" rating B.S.A. car was introduced last year, it struck a new and decided note in British design. The apparent object of the famous Birmingham Small Arms Company was to embody in this new car of theirs the lightness of American practice with the sterling workmanship of British machine and fitting shops. Right well they succeeded, and the car has attained to no small measure of popularity—not the least of the contributing causes being the fact that for the first time a relatively cheap car was offered in which was installed the Silent Knight sleeve-valve motor. However, the main features of its design are so well known now that I need not labour them, especially as I particularly want to refer to the new method of body-construction which is now a feature of the B.S.A.

Sheet-steel is by no means a novelty in motor-body construction, but in

the B.S.A. it is used in quite unorthodox manner. Briefly, all the panels are made from sheet-steel stampings, and are absolutely interchangeable, being simply screwed on to the framework, which forms the basis of the body. Therefore, if a panel should happen to be damaged, instead of the repair being a matter of, perhaps, weeks, a new panel can be fitted in a matter of minutes—plus, of course, the delay in the paint-shop. The upholstery is made entirely separate from the body itself, and is simply dropped in and bolted into place, every detail being made to standard, and therefore, interchangeable. It is an exceedingly clever idea, and one that should revolutionise the trade in low-priced body-work.

Auster Wind-Screens.

The Auster exhibit is always an interesting one, for the reason that this firm is the practical pioneer of the modern wind-screen, which has done so much to minister to the comfort of the motorist who drives in all weathers. The principal feature of interest this year is a new type of locking-joint, which enables the screen to be set at any



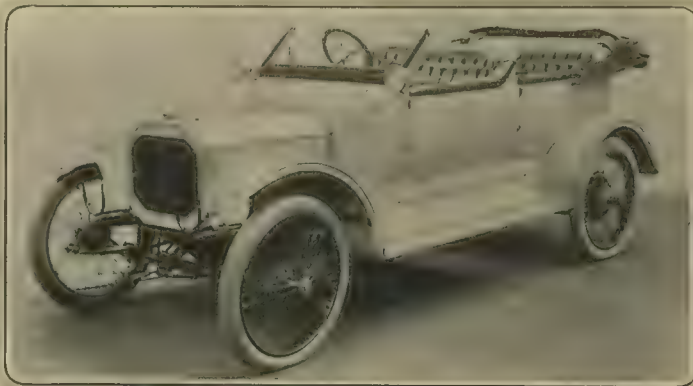
A GREAT ADDITION TO THE MOTORIST'S COMFORT: THE "AUSTER" EXTENDING BACK SHIELD.

The "Auster" shield, which protects the occupants of the back seats, is indispensable in an open car. When not in use it can be folded away out of sight. It is made by Messrs. Auster, Ltd., of 133, Long Acre.

form of internal and external cones, with a split collar, in which a wedge-like action is set up, which locks the screen in place by means of a screw. It is not quite as positive as the toothed locking-joint, but is capable of finer adjustment. Another interesting feature of this exhibit is an excellently designed "one-man" hood, and a most ingenious arrangement of cant-rails, which allows of the overhang of the roofs of coupé bodies to be reduced within the narrowest limits.

Higher Engine-Efficiency.

Although it is not generally safe to predicate that racing success spells a higher efficiency in the touring vehicle, I do think that the lessons of road and track that have been learned during the past two seasons have resulted in a marked increase in engine-efficiency and that of the car generally. That experience has taught designers that reciprocating parts may usefully be made lighter; the difficult problems surrounding proper carburation have come to be better understood; the best compromise-ratio—if I may call it so—between bore and stroke has been more, or less settled, and, generally speaking, the modern high-speed petrol motor has become the most efficient and economical prime-mover known to engineers. Whether we are buying too dearly in respect of the durability of our engines may possibly be a moot point.—W. WHITTALL.



COMBINING AMERICAN LIGHTNESS WITH BRITISH WORKMANSHIP: A B.S.A. CAR.

The Birmingham Small Arms Company have introduced a new method of body-construction. The panels are made of sheet-steel and are interchangeable. The 13'9" B.S.A. car, introduced last year, is very popular.

desired angle, and which has the merit of having no loose parts to rattle or run slack. This lock takes the

ing our efficiency too dearly in respect of the durability of our engines may possibly be a moot point.—W. WHITTALL.



Make a special point of examining the

DUNLOP DETACHABLE WIRE WHEEL

and the

DUNLOP LEATHER-TREAD NON-SKID

at Olympia, Nov. 8 to 16.

Their performances have far more than justified all claims made for them. The safest, most efficient, and most economical combination for winter motoring.

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FULL RANGE OF OTHER ACCESSORIES.

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STAND NUMBER 184

THE
OLYMPIA
AUTOMOBILE EXHIBITION
SPECIAL SUPPLEMENT, 1912.



BY CAR TO THE COVERT: THE KING ARRIVING AT A SHOOT IN HIS DAIMLER.

DRAWN BY A. C. MICHAEL.

IT is not easy to realise that the huge exhibition of motor-cars and accessories which opened its doors at Olympia yesterday (Nov. 8) is only the eleventh of the series organised by the Society of Motor Manufacturers and Traders. Automobism and the cult of the car have become so much a part of our daily communal life that it seems as though there never had been a time when we were without mechanical road-locomotion. And yet, when we look back, it is but just sixteen years since the motor-car's use was legalised on our roads, and we celebrated the event by the ever-famous "Emancipation Run" to Brighton. Even so, the real growth of the movement has only taken place during the past half-dozen years; and, as one stands at the entrance of Olympia and contemplates the hugeness of it all, the thought comes irresistibly to mind that here is collected an almost unimaginable mass of evidence pointing to the growth of a movement which has been more rapid and more marked than anything else in the history of engineering and commerce. And, huge as is the exhibition, still it does not contain everything that is of interest or utility, because even Olympia has its limitations of space, and it has been once again found impossible to crowd together everything that the industry has to show its clients. Once more it has to be chronicled that there are no startling innovations sprung upon us. Of improvement there is much, but it is in detail rather than in design—as, indeed, I have forecasted in the columns of *The Illustrated London News* already.

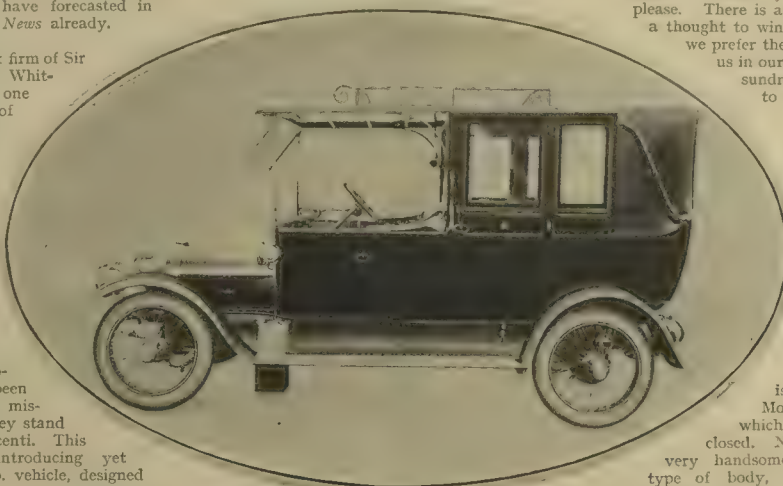
New Elswick Models.

The famous Elswick firm of Sir W. G. Armstrong, Whitworth and Co. is one

which has always made a feature of manufacturing a varied series of models, covering practically every requirement of the motorist, whether he desire a light, medium-powered touring-car or the heaviest and most powerful of vehicles which will serve him alike as a town carriage or a fast, comfortable touring-car. That their products are unexceptionable, I suppose I need hardly say, though motoring experience goes to show that it is not always the firm with a wide and successful knowledge of general engineering which does best when it embarks on the sea of automobile design. However, Elswick has been fortunate in that it has never made a mistake in any of its cars, and to-day they stand high in the estimation of the cognoscenti. This year Armstrong-Whitworth's are introducing yet another model, described as a 25-30-h.p. vehicle, designed to take the place of the older 22.5 and 25.5 types. It is a chassis intended for heavy bodies of the limousine or landaulette type, where absolute silence and smoothness of running are required, but where a high maximum speed is not desired. The design of the motor is based on last year's type, with separate cylinders having the valves disposed on opposite sides. The most notable car on this firm's stand is undoubtedly the 30-50-h.p. chassis, as indeed it was in 1911; but there is really not much to be said about it, because the closest study fails to reveal any essential changes either in design or construction. To the motorist of moderate tastes the car that will appeal most is the 15-20, which again remains pretty much as we saw it last year. One little refinement which I like very much is manifest: this is a very neat arrangement for adjusting the chain cam-shaft drive, which can be done without even removing

the cover from the half-time gear. The Elswick exhibit is certainly one which will amply repay a visit.

The Rovers. For the coming season the Rover Company has decided to discontinue entirely making the 6 and 8-h.p. and the single and two-cylinder Silent Knight models, and is listing for the future only the well-known and successful 12 and 18-h.p. four-cylinder Rover cars. Of the former, I think it is possible to say that it has been one of the successes of the past season. As for the 18-h.p. Rover, I have not had an opportunity of giving it a trial, but it looks as good as its smaller



AN ATTRACTIVE MODEL TO BE SEEN AT OLYMPIA, THE ARMSTRONG-WHITWORTH THREE-QUARTER LANDAULETTE.

Sir W. G. Armstrong-Whitworth and Co. are not showing a polished chassis or, in fact, any chassis without coachwork. They are exhibiting four complete cars—a 30-50-h.p. chassis fitted with a flush-sided limousine-landaulette; a 25-30-h.p. chassis fitted with a cabriolet body; a 17-25 h.p. chassis fitted with a "Deighton" limousine body, and a 17-25-h.p. chassis fitted with a flush-sided "Elswick" cabriolet body.

sister—which is saying a great deal. The smaller car has an engine of 75 mm. bore by 130 mm. stroke, and is priced as a four-seater at 300 guineas, or £350 with a complete equipment of lamps, tools, detachable wheel, and so forth. The "eighteen" has a somewhat larger engine (90 by 130 mm. are its dimensions), and has the advantage of a four-speed gear-box in place of the three

speeds of the "twelve," while its price is £450, or £500 with complete equipment. There is little in the way of change to chronicle. As a matter of fact, the larger car is absolutely unaltered. The 12-h.p. has had its suspension somewhat improved, and a few minor additions made with a view to greater comfort, but it may really be said to be the same as that which has won golden opinions from its users during the 1912 season.

Dunlop Tyres.

I am not certain that many visitors to the tyre and accessory section than in the examination of the mechanical marvels to be seen on the ground floor. Perhaps it is that, having bought our car, we feel that it is with us for good and all—there is not an ever-recurring expenditure of money required to keep its mechanism going. It is otherwise in the case of tyres, however. Were it not for the unfortunate fact that tyres wear out with all too startling rapidity, the expense of motoring would be comparatively nothing; which being so, it is little wonder that many of us haunt the galleries in search of the best thing wherewith to equip our wheels. And, while we are thinking about it, the name of Dunlop must, of necessity, occur to us; so we make our way forthwith to where the Dunlop specialties are to be found. And then, if we cannot make a satisfactory choice, we must be indeed hard to please. There is a leather steel-studded cover, if we have a thought to winter driving, smooth or grooved covers if we prefer them; the Dunlop detachable wheel to help us in our time of puncture-trouble; while as for tyre sundries, well, there is everything from a patch to the last thing in tyre-cases.

Adlers.

As usual, Adler cars are to be found on the stand of the well-known coach-builders, Messrs. Morgan and Co., Ltd., of Long Acre and Old Bond Street. So far as I see, no essential differences in design are manifest, the models staged including the same series that has made the Adler so well known to British motorists during the past year. The exhibit includes specimens of the 10-h.p. car, with a new type of coupé-landaulette body, with concealed dickey-seat at the back. Then there is a handsome 15-25-h.p. car, with Morgan patent cabriolet-landaulette body, which can be used either partly open or closed. Next comes a 35-45 chassis, with a very handsome example of the Morgan torpedo type of body, with self-acting Cape-cart hood and Pullman seats. The exhibit is completed by a 14-18-h.p. chassis, the most notable feature of which is the Adler patent valve mechanism, in which duplex, or double-closing, valves are used, actuated by roller levers operated by the chain-driven cam-shaft. A very creditable exhibit this.

N.E.C. Motor-Carriages.

The N.E.C. car appeals to a special market, for it is designed, in the words of its makers, expressly to secure the utmost possible luxury of comfort, great accommodation, and convenience. To this ideal it attains right well, and that it is the most unconventional car in the Show is rather to its credit than otherwise. The N.E.C. is the only petrol car in the Show which has a horizontal motor. This is placed just forward of the centre of the frame, and the space usually given up to the engine under



ONE OF THE TWO CARS LISTED BY ITS MAKERS, THE 12-H.P. FOUR-CYLINDER ROVER, A NOTABLE SUCCESS OF THE PAST SEASON.

For the coming season the Rover Company are listing only the well-known 12 and 18-h.p. four-cylinder cars. The former especially was one of the great successes of last season.

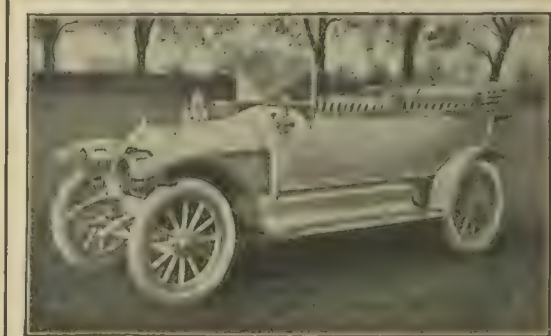


INSTANTLY CONVERTED FROM AN OPEN TO A CLOSED CAR, AN ADLER COUPÉ LANDAULETTE WITH MORGAN BODY.

The body of this car is by Messrs. Morgan and Co., of 127, Long Acre, W.C., and 10, Old Bond Street, W. The chassis is the new Adler 10-h.p. model. The Morgan patent automatic hood is fitted.

DARRACQ

"No Valves" **VALVELESS**
"No Sleeves."



TWO NEW POPULAR MODELS

12 H.P. 75 by 120mm. 4-seated Torpedo Body, 5 detachable wheels, hood, screen, head, side and tail lamps, horn, pump, jack, and tool outfit. **£295** COMPLETE,

16 H.P. 85 by 130mm. 5-seated Torpedo Body, 5 detachable wheels, 815 by 105 Dunlop tyres, one-man hood, screen, head side and tail lamps, horn, pump jack, and tool outfit. **£350** COMPLETE,

See this remarkable motor, from which are eliminated over 100 parts, at

OLYMPIA, STAND 100.

A. DARRACQ & CO. (1905), LTD.,

Head Office: Walnut Tree Walk, Kennington, London, S.E.
AGENTS EVERYWHERE.

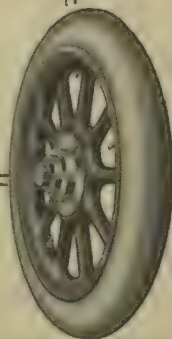
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Steel Wheels

Made from only two pieces of steel plate welded together so as to become practically one.

The safest car wheels made.

Well proportioned. Unaffected by climate.
Easy to clean.



Olympia, Stand 203

JOSEPH SANKEY & SONS, LTD.,
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The inevitable result of specialisation.

STRAKER-SQUIRE

JUSTLY TITLED

The World's Best Fifteen

Daily Graphic, 15/10/12.



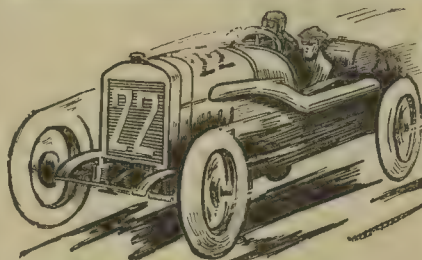
We have concentrated our entire energies and experience during the past **6 years** on the construction of the **ONE MODEL ONLY**, with the result that we can now claim to have a medium-powered car **SECOND TO NONE ON THE WORLD'S MARKET.**

DON'T MISS THE 1913 STRAKER-SQUIRE

At Olympia, **STAND 89** | 15 h.p.

One model chassis only.
Suitable for all types of bodies.

And at S. STRAKER & SQUIRE, LTD., 75-77, Shaftesbury Avenue, LONDON, W.



THE WORLD-BEATER

—The wonderful car which defeated all comers in the Grand Prix de L'A.C.F., the Boulogne Meeting, the Mont Ventoux Mountain Climb, and the Grand Prix de France (Sarthe).

The above events serve to demonstrate in a most striking manner the superb excellence of the material and workmanship that is put into Peugeot Cars. Investigate the Peugeot — "the most successful car of the racing season." The new Baby "Peugeot," a 6 h.p. 4-cylinder model, Price £160, may interest you. It is NOT a cycle-car, but a small high-grade motor-car, possessing all the desirable attributes of the larger "Peugeot" models. Particulars and catalogues will be gladly forwarded upon application.

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STAND 244
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DYNAMOS



"Brolt" Dynamos generate a constant current of unvarying voltage. Full output given at lowest speed of any dynamo on the market. Sparkless and cool running. High electrical efficiency. Totally enclosed and weather-proof. Switchboard has aluminium cover and is fitted with patent switch and visible indicator. **Fully guaranteed.**

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Mathis

8 h.p. 'BABYLETTE'

(FOUR-CYLINDER)

THE SENSATION OF THE YEAR!

Complete two-seater ready for the road, including Hood, Screen, Lamps, Generator, etc. **£175**

GREAT REDUCTIONS IN PRICES FOR 1913.

10/16 h.p. "BABY" 2-seater, Complete ... £295.
10/16 h.p. "BABY" 4 " " " " " £300.
16/20 h.p. 4-seater " " " " " £335.

SEE ALL MODELS AT OUR SHOWROOMS.

It's shall be pleased to send a car to meet you in London upon receipt of phone message, wire or postcard. Write for specifications to—

MATHIS MOTORS, Ltd., 36, LONG ACRE, W. Phone No. 1642 Gerrard.



the bonnet is thus made available for the coach-work. As a result, not only is the body of exceptional size, but it can be brought so much farther forward than is usual that the back-pedal is approximately over the centre of the rear axle. The N.E.C. is undoubtedly designed on same and sound lines, for its peculiar lay-out results in a well-balanced unit, incorporating the points demanded by the owner with the degree of mechanical excellence required by the driver. Even to summarise the many points of excellence of this car would take up far more space than I have at my disposal, and I must, therefore, leave it to the discriminating visitor to discover them for himself.

Goodrich Tyres. It is always difficult to write about tyre-exhibits, which do not lend themselves to description very well, but the Goodrich is as easy as may be. For I happen to know the Goodrich products quite well, and I can therefore say with a clear conscience that no motorist need wish to see his car shod with a better tyre. My favourite is the rubber-studded non-skid pattern, which holds one on wet, greasy roads, and still does not induce that worst of all side-slips, the skid on dry, hard surfaces, which the user of steel-studded tyres knows so well. For the motorist who is keen on metal studs, the Goodrich Company makes an excellent cover of this type, and the smooth-treaded covers of this mark are as good as need be. Of tyre sundries, such as gauges, repair outfits, and the hundred-and-one things which the prudent motorist carries with him for his comfort and convenience while on tour, there is simply no end to be seen at the Goodrich stand in the gallery.

Daimler Changes. The Daimler stand is always one of the Olympian centres of interest, and this year is proving no exception, inasmuch as several outstanding alterations have been made in policy, involving the marketing of two entirely new models. No change has been made in the 15-h.p. car, with the exception of the lengthening of the wheel-base to 10 ft. 3½ in. in order to provide extra space for the body. The popular 20-h.p. type has only been altered in minor details; notably the lubrication system has been somewhat improved. In the 30-h.p. six-cylinder car considerable changes have been

being that it has a leather-faced cone clutch in place of the well-known Métallurgique expanding clutch. Although the mechanical excellences of these cars, which are shown in the 20-30, 20-40, and 20-50-h.p. models, are many and varied, they are to some extent overshadowed by the magnificent body-work peculiar to



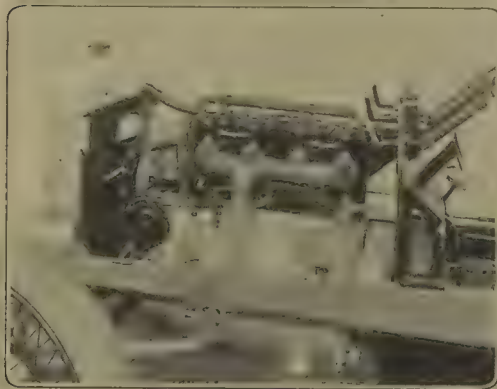
AN EXAMPLE OF THE NEW ENGINE COMPANY'S WORK: THE KENT CABRIOLET.
The N.E.C. car, which appeals to a special market, is the only petrol-car exhibited at Olympia which has a horizontal motor. It is designed on same and sound lines.

Van den Plas and the Métallurgique. In particular, the visitor should make a point of not missing the Van den Plas

Beldam Tyres. Two types of Beldam tyres are manufactured by Messrs Beldam Tyres, Ltd., and are shown at Stand 191. They are the Beldam rubber-steel non-skid and the Beldam all-rubber non-skid, both of which types, some two years ago, underwent a highly satisfactory test of five thousand miles under R.A.C. observation. Both are now guaranteed for a mileage of four thousand, so that the motorist-purchaser knows precisely where he stands in the matter of his tyre mileage. It is claimed that these tyres are the only ones which are scientifically designed in accordance with the principles governing the displacement of rubber. Thus, instead of "heaping-up" the rubber in front of the tread, in the Beldam it is displaced laterally. This should mean that the tyres keep their greatest depth of rubber on to the canvas casing right to the end, and, in addition, are fast, resilient, and cool.

C. A. Vandervell and Co. In view of the popularity of electric lighting for the car, the stand of Messrs. C. A. Vandervell and Co., who were the first really to specialise in this direction, will be of surpassing interest to the car-owner who contemplates the installation of this most efficient and cleanly system of lighting. Here are to be seen electric generators ranging in output from 45 to 150 watts—the latter being capable of generating current enough to supply not only head and side lamps, but the whole interior lighting of the largest car, in addition. Of great interest is the new switch-board, in which all the bus-bars, fuse-carriers, switch-pieces, etc., are threaded on a series of fibre-covered rods, which are locked up at each end by nuts, thus doing away with screws altogether, with the exception of those needed for attaching the leads to the terminals. A very full range of electric lamps, switches, charging-boards, and electric sundries completes a most interesting exhibit.

Bosch Magneto. The name of Bosch is one to induce a feeling of spontaneous gratitude in the breast of the present-day motorist, for nothing has done more to bring the modern car to its ruling standard of reliability than the high-tension magneto with which that name is inseparably connected. So far as regards the Bosch exhibit at the Show,

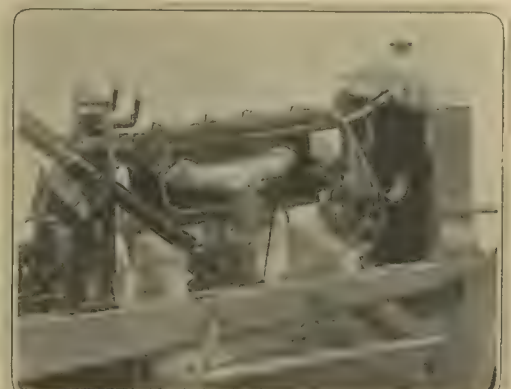


THE NEW 20-H.P. FOUR-CYLINDER DAIMLER ENGINE: THE EXHAUST SIDE.



SHOWING THE NEW SPRINGING ARRANGEMENT OF THE 26-H.P., 30-H.P. AND 38-H.P. DAIMLERS: A REAR VIEW.

The Daimler cars offered to the public are as follows: 15-h.p. four-cylinder, 80 by 130 mm., chassis price £380; 20-h.p. four-cylinder, 90 by 130 mm., chassis price £430; 26-h.p. four-cylinder, 101½ by 140 mm., chassis price £575; 30-h.p. six-cylinder, 90 by 130 mm., chassis price £650; 38-h.p. four-cylinder, 124 by 130 mm., chassis price £625; special model six-cylinder, 101½ by 140 mm., chassis price £850.



THE NEW 20-H.P. FOUR-CYLINDER DAIMLER ENGINE: THE CARBURETTOR SIDE.

made, principally in the gear-box and rear-suspension. The same remark applies to the 38-h.p., the original sleeve-valve Daimler, now in its sixth year of successful running. The two new models are of the four and six-cylinder type, respectively, each having an engine of 101 mm. by 140 mm.

A notable departure is made in placing the cylinders *désaxé* to the crank-shaft, the actual amount of this off-setting being thirteen millimetres. Another departure is that in these models the pump and magneto are placed parallel with the eccentric-shaft, on the exhaust side of the motor. This enables the spiral gear to be done away with and the over-all dimensions of the motor decreased. Among other interesting features of these new Daimler models, electric lighting by dynamo is provided as a standard, the dynamo being mounted in front of the engine and driven by a belt from the fan-pulley. I should like, did space allow, to go fully into the technical details of these two interesting cars, but the reader will doubtless find profit and enjoyment in discovering their many admirable points for himself.

Métallurgique. There are some good cars which have their origin in Belgium, and among them the Métallurgique is by no means the least. The most popular of the "Mets" is probably the 10-12-h.p., which is really a miniature edition of the larger cars, the main difference

"Berline de Voyage," which is certainly the gem of the exhibit. It is merely a commonplace to say that it strikes the highest note in comfort and luxury. So much so, that it seems almost an offence against good taste to detract from its appearance by exposing it to the wear of

nothing in the way of magnetos figures on the stand save the latest type of enclosed and waterproof machine. This new pattern, in its various sizes, has entirely superseded former types, and the firm has thus wisely confined its display to nothing but what is most modern. A specially

interesting feature of the Bosch exhibit is a magneto working in conjunction with a small magneto engine-starter. This device, I am told, has been greatly improved, and is now offered to the motoring public with the whole backing of its manufacturers' confidence in its reliability. Another attraction is the latest dual-ignition system, which has a "buzzer," used in conjunction with the dual coil to signal to the driver when by inadvertence the accumulator-ignition has not been switched off.

The "One Model" Straker-Squire, which has proved so successful in past seasons, Messrs. Sidney Straker and Squire are keeping rigorously to the one model upon which their reputation has been built. Many little improvements are to be observed in the 1913 "fifteen." Taking the motor first, the water inlet and outlet pipes have been increased in diameter; a larger cooling-fan is fitted; a Bosch

Z.U.4 type magneto, with hand-control on the steering-wheel, has replaced the older pattern used in the 1912 cars, while the magneto is driven through a flexible and



FITTED WITH INTERNAL-DRIVING LIMOUSINE BY VAN DEN PLAS: THE 38-80-H.P. MÉTALLURGIQUE.
Messrs. Métallurgique, Ltd., are exhibiting a 10-12-h.p. priced at £295; a 20-30 with Van den Plas landaulette de luxe, a 20-40 with Van den Plas touring torpedo de luxe, and a 26-50 with Van den Plas internal-driving limousine, or "Berline de Voyage." All these cars have Alpine dashboards.

the roads. Of course, Van den Plas bodies are not for the poor man, but if the pocket be not too limited they are worth while for the real artistry of their appearance.



**£585 buys a perfectly - equipped,
ready-for-the-road
15 - 20 H.P. FIAT Cabriolet**

The FIAT Chassis is famous all the world over for strength and efficiency. FIAT Bodywork is universally admired for its distinctiveness—the grace of its lines, the beauty of its colouring, the luxury of its finish.

Some typical examples of the perfection of FIAT Coachwork may be seen in the 15-20 D'Orsay Limousine, the 15-20 Three-quarter Landaulette, and the 35-50 Landaulette, which are exhibited on Stand No. 39 at Olympia.

We are issuing a book *de luxe* reproducing in actual colours some of the most beautiful of the 15-20 FIAT cars. If you are unable to visit Stand No. 39 at Olympia, or to call at our town showrooms, write to-day for a copy of this book.
All FIAT Cars are fitted with Michelin Tyres.

Telegrams: FIATISM, LONDON.

FIAT MOTORS, LTD., 37-38, Long Acre, LONDON, W.C.

Telephone: 7947, 7948, 7949 GERRARD.

*This illustrates the
15-20 h.p. FIAT Cabriolet—
£585 complete.*



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OLYMPIA.**

**STAND No.
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**TO ALL OUR PRESENT
AND FUTURE CLIENTS.**

WE beg to intimate that from now onwards the sale of 'STANDARD' Cars will be conducted from the WORKS at COVENTRY. We shall be glad to supply all information re the new 1913 Models and to arrange Trial Runs.

Address all inquiries to—
**The STANDARD MOTOR Co.,
Ltd.,**
Standard Motor Works,
Foleshill Road,
COVENTRY.

STANDARD

**OLYMPIA
STAND
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CENTRAL
GANGWAY**



**OLYMPIA
STAND
70
NEAR ADDISON
RD ENTRANCE**

**THE CAR
TO BUY**

FOR the man who can pay a good price, but who does not wish to pay a very high price, the Vauxhall car is the best choice that can be made.

For though its price is not the highest its credentials are. The car with a perfect score in both the severest British and the severest Continental trial. The car that has three times won the O'Gorman trophy. The car with so fine a reputation for satisfactory service on the road.

The new 25 h.p. Vauxhall is something every visitor to Olympia should see.

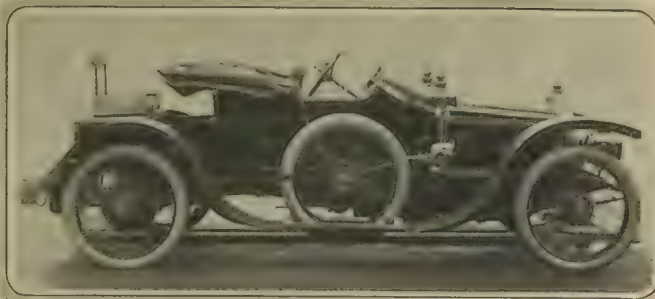
OLYMPIA SHOW, STAND No. 77

Vauxhall

The car superexcellent

Four-cylindere chassie, £395 to £495. Six-cylindere, £625

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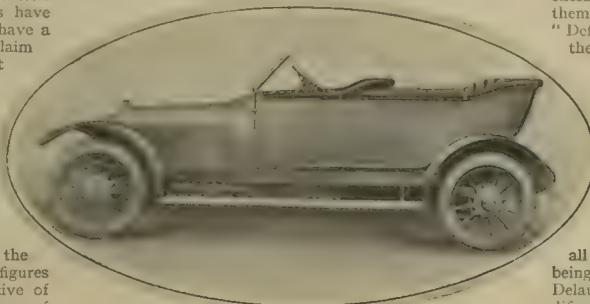
THE SINGLE MODEL UPON WHICH THE STRAKER-SQUIRE FIRM CONCENTRATE, THE 15-H.P.—THE CHASSIS AND A CAR WITH STANDARD (ALL BRITISH) RUNABOUT BODY.

Messrs. Sidney Straker and Squire, Ltd., are concentrating for the sixth year on their famous 15-h.p. model, which they proudly claim provides the best possible value for money.

adjustable coupling. For the maintaining of pressure in the fuel-feed system a new air-pump is used, with its crank and piston enclosed, and running in oil, which draws air from the crank-chamber instead of from under the bonnet. The clutch now has supplementary springs fitted beneath the leather, thus ensuring much sweeter taking up of the drive. The radiator has been improved and has about twenty per cent. more cooling-surface, while it is now mounted on swivel bearings. Finally, the brakes have been greatly increased in size and efficiency, and have a much neater and easier form of adjustment. The claim of the makers that this car, as the result of persistent concentration on the one model for the past five years, is now second to none as a medium-powered car, is, I think, fully justified.

driven, and all the valves are enclosed, while a new type of gear-box is fitted, in which the shafts lie one above the other. In the 14-h.p. car a three-plate metal-to-metal clutch has been substituted for the leather-to-metal plate clutch which figured on last year's model. The eight-cylinder car has had the bore of the motor increased from 70 mm. to 75 mm., while the frame has been lengthened by four inches.

cylinder chassis and one of the 18-24-h.p. type—both with special Show finish. The Austin carriage department is represented by a new and very graceful form of cabriolet, mounted on an 18-24-h.p. chassis and named the "St. Leger." There are several novel features in this carriage, and many improvements. It is extremely light, but at the same time it is roomy, while the hood and canopy extensions are as easy to manipulate as it is possible for them to be. Another very taking car is the 40-h.p. "Defiance" model, which should engage the attention of the visitor in search of the last word in luxurious touring-cars. Not the least interesting feature of the exhibit is a scale model of the Austin factory, illuminated from the interior by electric light.



THE WORK OF A FAMOUS WOLVERHAMPTON FIRM:
A 16-20-H.P. SUNBEAM OPEN TOURING CAR.

The latest Sunbeam records, made at Brooklands by D. Resta, driving a 12-16-h.p. Sunbeam, are as follows: Half mile (flying start) 17'67 sec.; speed, 101'37 miles per hour. Kilometre (flying start) 22'15 sec.; speed, 100'94 miles per hour. Mile (flying start) 36'20 sec.; speed, 99'45 miles per hour. Ten laps (standing start) 106'25 sec.; speed, 93'84 miles per hour.

The Victorious Sunbeam. No car, since motoring first became an accomplished factor in locomotion, has made history with the rapidity of the Sunbeam. This is not a platitude, for does not the record of the year stand to bear me out? Commencing in September of last year, when the Sunbeam annexed the world's record for twelve hours, and intermediate figures from four hours upwards, this worthy representative of the British industry has had an unexampled career of success on road and track. In June the Sunbeam team annexed the first three places in the French race for the Coupe de l'Auto, probably the most severe test to which cars have ever been subjected. Then, after a series of minor successes, came more destruction of time-records. The fifty miles', the four and five hours', the twelve and thirteen hours', and the thousand miles' all now stand to the Sunbeam credit. Not only on the track has it proved itself, but in club and local events it has shown itself an ill car to beat. A car which has performed thus does not, it almost goes without saying, need much in the way of alteration or improvement. Thus the Sunbeam of 1913 differs but little, save in outside appearance, from that of 1912. In the case of the touring car, the body is somewhat lower, and the scuttle-dash is taken practically in a line from the front edge of the bonnet in true streamline form. The exhibit on the Sunbeam stand consists of four types. These are a six-cylinder polished chassis; a 12-16-h.p. four-cylinder; a 16-20-h.p. chassis; an open touring car, with hood and screen, of the last-named power; and a 16-20-h.p. cabriolet.

De Dion-Bouton. The De Dion-Bouton exhibit includes five cars—the two-cylinder 7-h.p., the 12, 14, and 18-h.p. four-cylinder, and the 26-h.p. eight-cylinder models, respectively. The little "seven" now has a slightly longer wheel-base, and control is by combined decelerator and foot-brake pedal, the normal running speed of the motor being set by a lever on the steering-wheel. The "twelve" is probably the most improved model of all. The wheel-base has been lengthened and the track widened three inches. Cam-shaft, magneto, and pump are now chain-

Austin Cars. To praise the Austin is to paint the lily. It is a sterling good car, and from radiator to back axle it bears the impress of careful thought in design and painstaking care in production. When that is said, it seems redundant to enter into details. Therefore, I will simply content myself with saying that this year the Austin exhibit comprises a 10-h.p. four-

ally dropped frame to permit of low-entrance bodies; powerful brakes, all acting on the rear hubs, with an ingenious method of hand-adjustment which permits of their being taken up without altering the position of either hand-lever or pedals, and many other interesting departures from the practice hitherto associated with the Sheffield-Simplex products. To connoisseurs of body-work,

Sheffield-Simplex Improvements. The Sheffield-Simplex is a car which has always taken my fancy, ever since the time, some seven years ago now, when it was introduced as the Brotherhood-Crocker. The new 30-h.p. chassis, which is the *pièce de résistance* of the exhibit, shows many new and important features, such as a novel and imposing design of radiator with a convex front, a new system of suspension, speci-



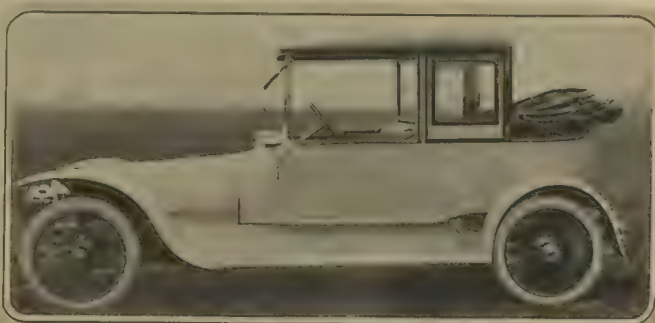
Photo. Sale.

WITH BODY BY D'ETEREN FRÈRES, A DELAUNAY-BELLEVILLE LIMOUSINE LANDAULETTE.
Five models of the Delaunay-Belleville are on show—17 and 25-h.p. four-cylinder chassis, and 19, 26, and 37-h.p. six-cylinder.



PRICED AT £731; THE 26-H.P. EIGHT-CYLINDER DE DION BOUTON COUPÉ LIMOUSINE.

The De Dion Bouton exhibit includes five cars—the two-cylinder 7-h.p., the 12, 14, and 18-h.p. six-cylinder, and the 26-h.p. eight cylinder. The bore of the motor of the eight-cylinder has been increased from 70 mm. to 75 mm., and the car's frame has been lengthened.



SUPPLIED TO THE MARQUESS OF LONDONDERRY: A 25-H.P. SHEFFIELD-SIMPLEX.

The car has a special type of landaulette body, by Messrs. B. Hughes, of Straughan, which was designed and constructed within fifteen days from the receipt of the order. It was supplied by the Universal Motor Engineering Co.

"MEN WITHOUT HORSES SHALL RIDE": MOTOR - CARS WHICH POPULARISE THE PETROL AGE.

THE GREAT AUTOMOBILE EXHIBITION AT OLYMPIA: SOME FEATURES OF THE SHOW.



1. A SMART TOWN CARRIAGE EMBODYING ALL THE LATEST IMPROVEMENTS; THE AUSTIN 10-H.P. "CLIFTON" COUPÉ.
4. WITH WORM-DRIVEN REAR AXLE AND PATENT DIAGONAL BRAKING SYSTEM ON ALL FOUR WHEELS: THE ARGYLL PATENT SINGLE-SLEEVE-VALVE ENGINE CHASSIS.
7. WITH SINGLE-SLEEVE-VALVE ENGINE AND ARGYLL BODY: THE 15-30-H.P. ARGYLL STREAMLINE LANDAULETTE.

2. BUILT FOR INVINCIBLE TALBOTS: THE ENGINE OF THE 12-H.P. TALBOT.
5. ONE OF THE FOUR MODELS MADE BY THE FIRM: THE 15-H.P. TALBOT LIMOUSINE.
8. ONE OF THE TWO MODELS UPON WHICH ITS MAKERS CONCENTRATE AT OLYMPIA: THE 16-20-H.P. WOLSELEY LIMOUSINE LANDAULETTE.

3. A CAR WHOSE CONSTRUCTION HAS NOT CALLED FOR ALTERATION: A FINE F.I.A.T.
6. EXHIBITED BY THE WOLSELEY TOOL AND MOTOR-CAR COMPANY: THE 16-20-H.P. WOLSELEY CHASSIS.
9. SOUND CHASSIS - CONSTRUCTION WITH EXCELLENT BODYWORK: THE 15-18-H.P. BEDFORD "EMPRESS VICTORIA."

On this and other pages dealing with the great Motor Exhibition at Olympia, we illustrate examples of many of the chief and most interesting exhibits to be seen there. The exhibition, which is the eleventh of its kind, was due to open on Friday the 8th, and is to remain open until Saturday the 16th. In consequence of the increasing popularity of motoring, this international exhibition becomes of greater importance every year, and on the present occasion there is a record number of exhibitors. The article which accompanies our illustrations on the other pages is written by an expert, and should be of great assistance to those visiting the exhibition by pointing out the salient features of interest.

the S.S. stand should be a veritable joy. The four cars staged are really a superb collection, and in the lines of their bodies can be easily traced the influence of that master coach-builder, Van den Plas, in whose school one of the heads of the Sheffield-Simplex firm graduated.

Wolseley's New Policy.

The exhibit of the Wolseley Tool and Motor-Car Company is always one of the most interesting in the Show, and this year it is doubly so, because, instead of staging the multiplicity of models which has always been a characteristic of this noted firm's trading policy, the coming season will see the number reduced to two only, except with the reservation that the 50-h.p. six-cylinder car may be retained in the list and manufactured in comparatively small batches. The two models on which Wolseley efforts will be concentrated are a 16-h.p. four-cylinder and 24-h.p. six-cylinder car, respectively. In both types the engine has a bore of 90 mm., the stroke in the case of the "sixteen" being 121 mm., and in the six-cylinder model 130 mm. Many detail improvements are noticeable. More ample water space around the cylinders is given; the carburetter has been improved by taking the air-connection between the bellows (the S.U. carburetter has been retained), and the throttle passage through the spindle on which the diaphragm is mounted. The trend of modern thought and practice is nowhere more observable than in these two latest productions of the Wolseley factory. Refinement after refinement is noticeable, until one is left wondering whether there is anything more that can possibly undergo further improvement. One of the main features of these two notable cars is the provision of a self-starter, standard in the case of the six-cylinder and fitted as an extra to its smaller sister. This takes the

car was driven by worm-gearing, whereas this has been discarded and a silent chain-drive substituted. Consequently, the valve mechanism cannot possibly set up vibration, nor can it cause the slightest noise. When I say that the "twelve," which is of 13.9 R.A.C. rating, can be purchased as a four-seated torpedo touring-car, complete with detachable wheels, hood, screen, full equipment of lamps—everything, in fact, ready for the road—for less than £300, I think I am justified in saying that the Darracq policy is one that will open the eyes of the motoring community. The "sixteen" (17.9 rating) is priced complete at £350. Incidentally, I may mention

No Change in Fiats.

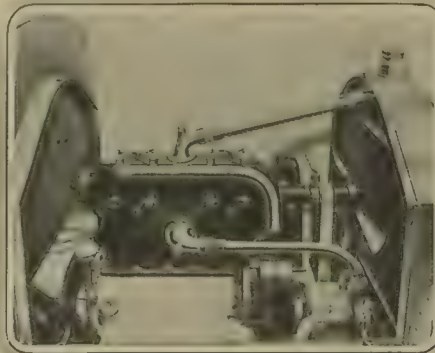
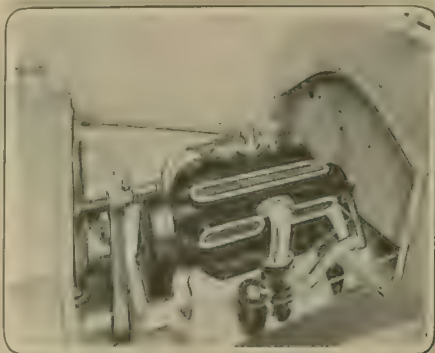
It is really becoming a little monotonous, this chronicling of "no change." And yet it is all to the good,

for it is an indication that automobile design has progressed until a state of relative perfection has been reached, which must give the motorist an added confidence in his car. The Fiat exhibit again this year is confined to two models—the 15-20 and the 35-50-h.p. cars. Even though there be no alteration in the mechanical details of these famous Italian cars, it does not infer that they are not of interest, for their beautifully clean design and accuracy of construction are always attractive.

For those whose interest lies more in coachwork than in the mechanical details of the car, there is a 15-20-h.p. d'Orsay limousine by the Fiat Company, of Turin, which is an exceedingly handsome carriage; and a similar chassis furnished with a three-quarter landaulette body by Maythorn's, of Biggleswade. Finally, there is a 35-50-h.p. torpedo limousine-landaulette which is surely very close to the acme of luxury. By no means should the visitor miss seeing this.

Argyll Progress.

I am a wholehearted admirer of the cars produced by the new Argyll firm, which has risen, phoenix-like, from the ashes of the old Alexandria concern; and it is not only on Show stands that I have gathered my opinions, but on the road itself. Last year Argylls provided the sensation of Olympia in the shape of the new single-sleeve-valve motor which bears their name. Then it was shown only as a "twenty-five"—a car for the more ambitious motorist with means above the average. This year, however, they are going one better with the "15-30," a car of 15.9 rating and paying the four-guinea tax, but actually developing a full thirty brake h.p. Beautifully clean in its design, and unexceptionable in construction, it is really a car to delight the eye of the expert, and, as



Photos, Lawrence Cashmore.

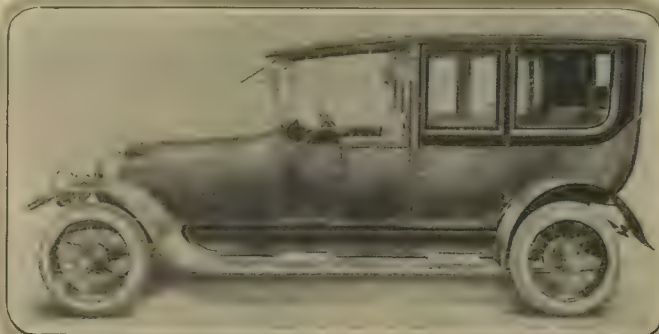
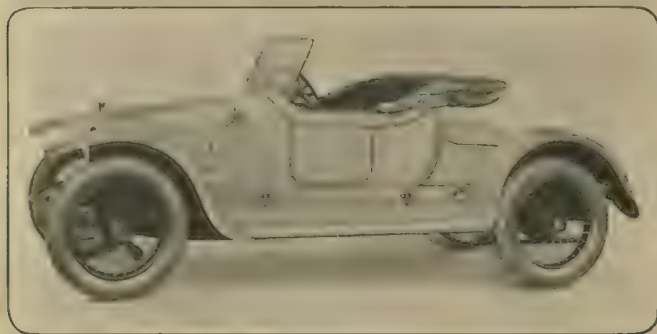
OF PROVED VALUE, THE 15.9-H.P. FOUR-CYLINDER VALVELESS DARRACQ ENGINE.

The valveless Darracq motor is now fitted to all the firm's models.

that Darracqs have not altogether discarded the poppet-valve motor, though no examples of the type are shown.

Victorious Vauxhalls.

We have not heard quite as much this season of the "Victorious Vauxhall" in track events, though it has wound up the year very well by once more scoring a win in the classic race for the O'Gorman Trophy. It may be assumed that the works are too busy on the production of cars on a commercial basis to give a great deal of attention to the racing side; and, after all, that is much



VICTORIOUS VAUXHALLS: THE "ASCOT" TWO-SEATER AND THE "BRENDON" LIMOUSINE.

The Vauxhall "Ascot" two-seater costs for the body £75; for a 16-20-h.p. chassis, £395; for a 25-h.p., £465; and for a 35-h.p. (six-cylinder), £625. The Vauxhall "Brendon" limousine costs for body £275; and for 25 h.p. four-cylinder chassis, £465; for 35 h.p. six-cylinder chassis, £625.

shape of a two-cylinder single-stage air-compressor, mounted on the frame and driven by a silent chain from the layshaft in the gear-box. Air is compressed into a steel cylinder, a gauge on the dash indicating the pressure. Thence it is delivered to the motor-cylinders through a distributor driven off the forward end of the cam-shaft. To describe it in detail would occupy more space than I have at my disposal, so I must needs dismiss it by saying that it is an exceedingly well thought-out system, and seems to have overcome all the difficulties inherent to the air-compressor type of self-starter. The visitor to Olympia will find himself amply repaid by a visit to the Wolseley stand.

Something New in Darracqs.

For several seasons in succession the famous French house of Darracq has provided one of the sensations of the Show, and this year it does not belie its reputation. At the last Show it was the new "valveless" motor which supplied the *clou* of the Darracq exhibit, though, as this was fitted to a somewhat ambitious chassis, it was beyond the reach of that main support of motoring—the man of moderate means. So successful has the new motor proved to be in the hands of its users that it is being fitted to all models, and one of the real features of the Show is undoubtedly the pair of new Darracqs—the "twelve" and the "sixteen." Some small modifications in design have been made in the two smaller cars. For example, the distributor in the larger

better for shareholders—and, incidentally, for the purchasing public. Naturally, Vauxhalls this year are making their leading line of the highly successful "Prince Henry" type, and the Show visitor will do well to visit their stand and inspect at his leisure the improved cars of this model that are exhibited there. This is another car in which such satisfactory results have been obtained that no essential change has been made

I know from experience, equally delightful in its road manners. This model is shown as a "stream-line torpedo" of taking design and as a limousine-landaulette. Then there is the little "twelve," which in many ways may almost claim to be slightly ahead of current practice—notably, for instance, in the matter of the diagonal braking system peculiar to all Argyll models. This car is, of course, fitted with four-cylinder poppet-valve motor. Another of the Argyll exhibits is the 25-50 sleeve-valve car, which takes the shape in this instance of a domed-roof limousine, with stream-line body. Altogether, this is quite a notable exhibit.

The "Invincible" Talbots.

In their designs equally as in competitions they are always striving to go one better, with the result that the list of improvements that have been made during the past year is quite a formidable one. Their models remain four in number—from the 12-h.p. up through the 15 to the 25-h.p.—all four-cylinder cars—and the 20-h.p. "six." The three former models now have a new type of forged front axle, with ball-bearing pivots, as formerly fitted to the 20-h.p. six-cylinder car only. In accordance with previous practice, the cylinders are cast in pairs, but an improvement has been effected by enclosing the valves in all models, while a new patent piston, which it is claimed reduces carbonisation to a



Photo, Lawrence Cashmore.

A FEATURE OF THE OLYMPIA SHOW: THE NEW 16-H.P. VALVELESS DARRACQ.

The new Darracqs—the 12 and the 16—are most interesting features of the Olympia Show.

in its design. Minor improvements there are, of course, but they are not such as will strike the eye of the casual observer.

"ALL BRITISH"



STAND 69, OLYMPIA.

CLEMENT TALBOT, LIMITED,

Automobile Manufacturers and Engineers, Barby Rd., Ladbroke Grove, London, W.

"INVINCIBLE" TALBOT

minimum, has been introduced. The frames have been stiffened, while a particularly neat and smart aluminium dash-board is fitted, into which all the recording instruments are sunk. The petrol-tank is now placed below the rear cross member of the frame, and fuel is fed to the carburettor under pressure maintained by an air-pump driven off the cam-shaft. In the case of the three four-cylinder models the wheels are either detachable steel or wooden artillery-pattern, as desired, while the standard for the 20-h.p. is the Dunlop detachable wire wheel. Quite a notable list of improvements, as I have previously remarked. So far as the big competitions have been concerned this year, Talbots have been taking things quietly, only coming out on occasion to give a taste of their quality, but I hear that next season they intend to make things move again.

Smith and Sons. Messrs. S. Smith and Sons have, of course, a wonderful show of speedometers, ranging in price from £3 10s. to as much as fourteen guineas, which will interest most visitors to the Show. In addition, they are exhibiting the Goldenlyte lamps—both acetylene and electric; the A.-L. acetylene generator, which has rapidly become almost the standard device of its kind; the "Perfect" electric-lighting set; and the Admit horn. These are all old friends, but this year Messrs. Smith have something quite new to show in the shape of a carburettor of their own, which looks like a good thing. It is of the four-jet type, with four separate choke-tubes, the jets coming into action quite automatically. It is very simple in construction, and, as it has been adopted as a standard fitting by such firms as Crossley's and Humber's, there does not seem to be much reason to question its merits.

Crossley Cars. In the case of the Crossley cars, I have again to record no change. In response to my request for particulars of any improvements, the reply comes that the Crossley Company having been singularly free from troubles with their two models—the 15 and the 20-h.p.—the works' policy is to make no changes, but to go straight ahead with what they know to be right. Any small improvements or alterations which may be dictated by experience will be added from time to time, so that the purchaser may always rely upon obtaining



MADE BY THE NEUE AUTOMOBIL GESELLSCHAFT, AN "N.A.G."

is unfortunate that the parent company did not take its courage in both hands and open direct relations some time ago. Then I am confident they would have gone to the Show with a feeling that their cars were fully established in favour. But better late than never, and I look forward to seeing the N.A.G. Company, having a good car to sell, make an assured success of their new venture.

The Unconventional Gobron.
One of the most unconventional cars in the Show



A MOST INTERESTING CAR: THE 15-20-H.P. GOBRON LIMOUSINE.

15, 20-30, and 40 h.p. models are being staged by Messrs. Arthur Turner and Co.

is the 20-30-h.p. Gobron, which is handled in this country by Messrs. Arthur Turner and Co., of 173, Piccadilly. In this motor there are two pistons in each cylinder, the explosive charge being compressed and ignited between them, the explosion pressure driving them outwards from the centre. The connecting-rod proper is driven by the lower piston in the usual manner. The upper pistons are connected to a yoke, or cross-head, common to each pair, and transmit power to the crank-shaft through side-rods. The main feature of this method of engine-construction is the beautiful balance

and a 30-h.p. five-seated car, whose list price is £365. All these prices include a full set of lamps, tools, etc., and plain tyres on quick-detachable rims. Incidentally, it may be noted that these cars have been doing very well in recent competitions. A Bedford, for example, carried off the first award in the Russian Reliability Trial, winning the gold cup presented by the Grand Duke Michael Alexandrovitch. The Buick, too, was an easy winner in its class in the Gaillon hill-climb a month ago.

Michelin Tyres. The exhibit of the Michelin Tyre Company still maintains the high standard set by the firm in recent years. Foremost among the tyres shown on the Michelin stand is the square-tread cover. Being moulded in one piece it is stronger than the ordinary plain cover, and is so made that, if cut, the incision has a tendency to close rather than to open—thus helping to prevent the ingress of water and dust. Solid steel studs and a band of stout chrome leather are prominent features of the Michelin "Semelle" non-skid. This is a well-constructed tyre, in which the leather band, which forms an integral part of the tyre, renders the tread practically puncture-proof, and, while extending sufficiently far up the walls to protect them, does not interfere with resiliency. The "Jumelé" twin-tyre, for heavy cars and commercial vehicles, will prove of interest to owners of such cars, and the Michelin detachable rim is sure to attract attention. This latter, it is claimed, is the safest, simplest, and lightest rim of its kind. The accessory exhibit includes such useful productions as the Michelin air-cylinder, in which sufficient compressed air is stored for the inflation of from five to ten tyres; the Michelin jack; and the highly ingenious bolt-valve which bears this famous French firm's name.

Humbers for 1913. Messrs. Humber, Ltd., are making four different models for the

coming season—viz., cars of 11, 14, 20, and 28-h.p. Specimens of the first three are to be found on their stand in the Main Hall—the 28-h.p. car being absent from the exhibit. The little "eleven," which is probably the most popular of the series, has been much improved since last year. The motor, for example, has been increased as to its dimensions, and now has a bore of 69 mm. and stroke of 130 mm.; larger valves have been embodied; a centre-bearing has been added to the crank-shaft; and the oil-pump is now enclosed in the lower half of the crank-chamber. An entirely new automatic four-jet carburettor is fitted, which has given the car much better acceleration, extreme flexibility, and lower fuel-consumption. The four



MADE BY A WELL-KNOWN GERMAN FIRM, AN "N.A.G."

N.A.G. is an abbreviation of Neue Automobil Gesellschaft. Four models are exhibited—the 10-14 h.p., the 18-22 h.p., and two of the 20-25 h.p. type.

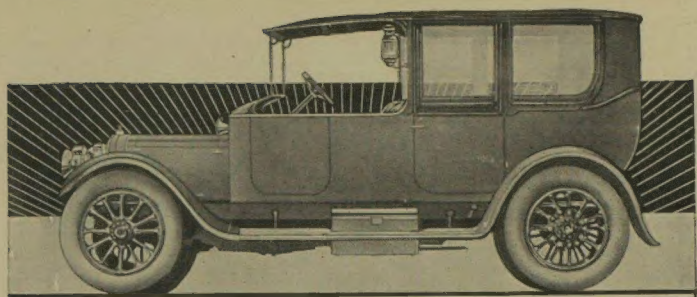
the last word in the productions of the Crossley factory. And a very sound policy it is! All this being so, the Crossley exhibit this year is practically identical with that of 1911. Even if there be no change, the record of the past season in competitions greatly enhances the interest of these cars. The 15-h.p. has during the year scored ten first places on formula, and the 20-h.p. no fewer than eighteen—mostly in open events.

Brown Bros., Ltd. As usual, the exhibit of this well-known Gt. Eastern Street firm is a simply bewildering display of accessories of use and convenience to the motorist. Literally everything in the accessory line is here, and the visitor who cannot find what he wants must be hard to satisfy. "Brolt" dynamo sets for the illumination of the car; the favourite "Gabriel" horn; Autoclipse lamps; tool-kits; jacks—everything, in fact, except the car itself, can be seen and purchased here.

The New N.A.G. The N.A.G. Company—which is an abbreviated way of indicating the well-known German firm, the Neue Automobil Gesellschaft—is, as I chronicled a month ago, making a bid for the direct suffrages of the British motorist instead of, as in previous years, doing its business in this country through agents. The models exhibited are four in number, including the 10-14 h.p., whose engine-dimensions are 75 by 85 mm.; 18-22-h.p., with motor of 83 by 120 mm.; and two of the 20-25 h.p. type, with cylinder dimensions of 90 by 130 mm. All these cars have four-cylinder motors. They all adhere closely to current practice in design, and from experience I know that in material and construction they are unimpeachable. It

NOT SUBJECT TO CHANGES: THE 20-H.P. CROSSLEY CABRIOLET.

The Crossleys—15 h.p. and 20 h.p.—remain unchanged, their value having been proved.



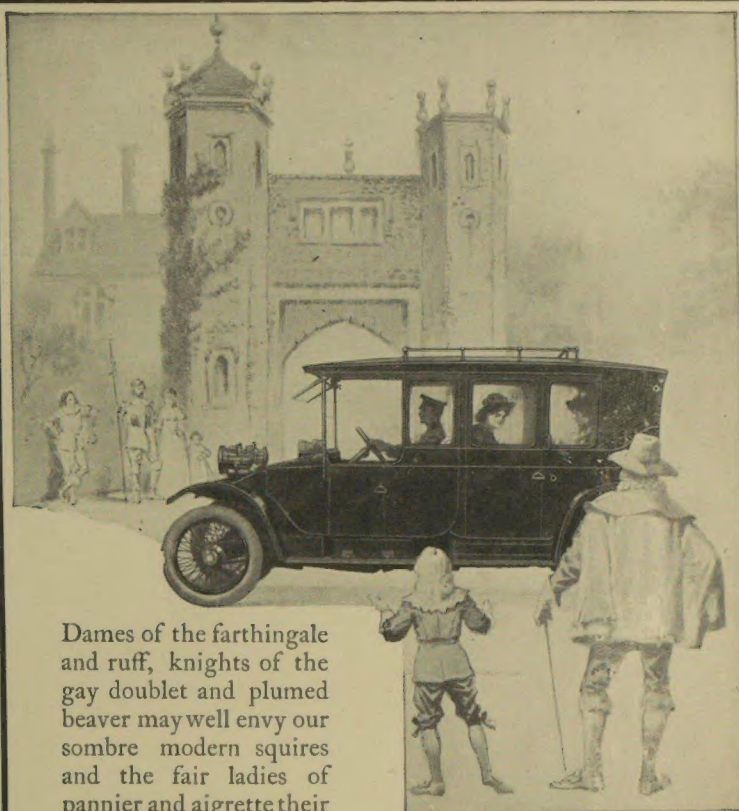
DELAUNAY BELLEVILLE

To the motorist of culture, the Delaunay Belleville chassis with its exquisite D' Ieteren coachwork makes an irresistible appeal.

OLYMPIA, Stand 66.

DELAUNAY BELLEVILLE AUTOMOBILES
(England), LTD.,
49, Pall Mall, London, S.W.

The Car
Magnificent



Dames of the farthingale and ruff, knights of the gay doublet and plumed beaver may well envy our sombre modern squires and the fair ladies of panner and aigrette their

Lanchester LIMOUSINE

The 38-h.p. Pullman Limousine, which is exhibited at Olympia, surpasses even the Lanchester Standard of beauty of design and luxury of finish.

STAND No.
64
OLYMPIA.

BIRMINGHAM
Armourer Mills.

LONDON,
95, New Bond St.

MANCHESTER.
38, King St. West.

STAND No.
64
OLYMPIA.

Adler CARS

**STAND
81
OLYMPIA.**

The Exhibit
comprises the following
new types for 1913:

10 h.p., 14-18 h.p.
15-25 h.p., 35-45 h.p.

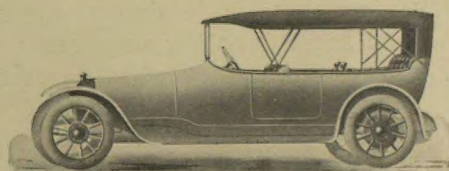
equipped with the very
latest examples of
MORGAN COACHWORK.

MORGAN & Co., Ltd.,
127, LONG ACRE, W.C.
10, OLD BOND ST., W.

High-Class Motor Bodies
of every type designed and
built for all makes of chassis.

Morgan

COACHWORK



New 30 h.p. Models

WILL BE EXHIBITED AT OLYMPIA
TOGETHER WITH SUPERLATIVE
EXAMPLES OF THE LATEST "TAILOR-
MADE" BRITISH-BUILT BODYWORK,
THE DESIGNS OF WHICH ARE OF
A MOST ATTRACTIVE CHARACTER.

"A really interesting exhibit."

STAND No. 47.

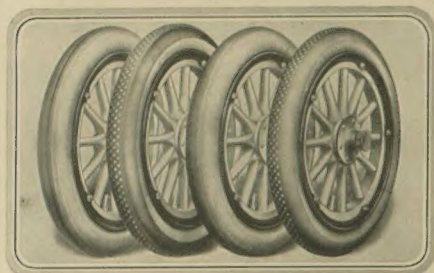
SHEFFIELD SIMPLEX

PERCY RICHARDSON,
WARWICK WRIGHT,
MANAGING DIRECTORS.

Manufacturers:

SHEFFIELD-SIMPLEX MOTOR WORKS, LTD.
20, Conduit Street, Bond Street, W.

jets are set equidistant from each other in separate chambers, giving the effect of four separate carbureters adjoining each other; but as the ports open into the inlet pipe at different heights, and are covered by a metal diaphragm, only one jet is brought into play for starting and slow-running, the other three being gradually uncovered by the diaphragm, which rises according to the speed and suction of the engine. A four-speed gear-



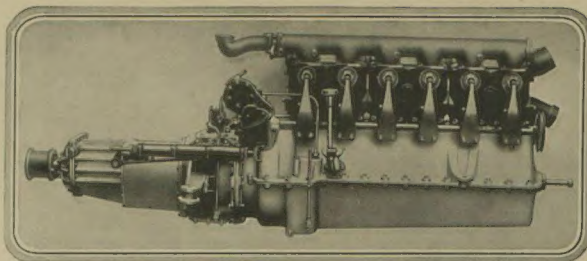
ALL ON WHEELS FITTED WITH THE NEW CONTINENTAL DETACHABLE RIM: FOUR TYPES OF CONTINENTAL TYRES.

box has taken the place of the older three-speed pattern, and a larger size of tyre is now fitted. The 14-h.p. car is practically a larger edition of the "eleven," so it calls for no special remark. With regard to the two larger models, they are to all intents and purposes the same as last year. The Humber stand ought to be as popular as ever.

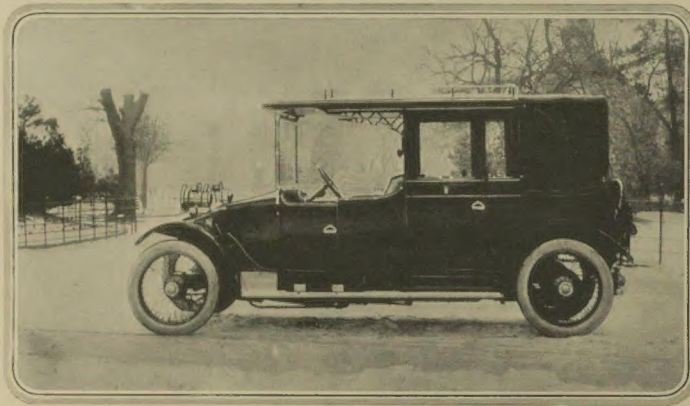
Continental Tyres. One of the most attractive tyre exhibits is that of the Continental Tyre and Rubber Company, Ltd. Apart from the interest of the tyres themselves, the visitor will doubtless be impressed by the latest type of the Continental detachable rim. The principal advantage of this rim lies in its extreme simplicity. It is made in one piece, thus eliminating the separate binding flange; and all that is necessary for removal is to unscrew five nuts and to slide the rim off the wheel. The task of replacement is equally simple, and the whole operation can be accomplished in two minutes. In addition to this there is shown a full range of the four patterns of tyres made by this well-known concern, viz., the three-ribbed rubber non-skid, the square-tread, the red-black steel-studded non-skid, and the leather-and-steel non-skid. The usual wide variety of sundries completes the exhibit.

Luxurious Lanchesters. In many respects I look upon the yearly exhibit of the Lanchester firm as almost the most interesting in the Show.

There is so much about their cars which is unconventional, viewed in the light of accepted practice, but at the same time nothing that is open to criticism. In fact, the reverse is the case, for there is no car in the world which bears a deeper impress of mechanical genius than the Lanchester. There is only one thing that I find it possible to regret in connection with the 1913 Lanchester, and that is that it seems to have reached the highest point in its evolution, inasmuch as again it has to be noted that there are no essential alterations in its design. Of course, I am speaking now from the standpoint of the mechanical enthusiast whose joy is in watching improvement and change. Three complete cars form the Lanchester exhibit, and these include a 38-h.p. Pullman limousine in deep mulberry-red, relieved by a cerise line; deep-red leather is used for the exterior seats, and the interior is magnificently upholstered and finished in brown brocaded silk. The other cars are a 38-h.p. three-quarter landaulette in blue, with silver-grey upholstery, and another 38-h.p. car with torpedo Phaeton body, finished and upholstered in dark green.



FOR LUXURIOUS LANCHESTERS: THE 38-H.P. 6-CYLINDER POWER UNIT, COMPRISING ENGINE, GEAR-BOX, CLUTCH, AND BRAKE.



A LUXURIOUS LANCHESTER: THE 38-H.P. 6-CYLINDER THREE-QUARTER LANDAULETTE.

Dodson, Valveless and Sava Cars.

On the stand of Messrs. David Brown and Sons, of Huddersfield, are to be seen specimens of three different marks. The Dodson is now quite well known to British

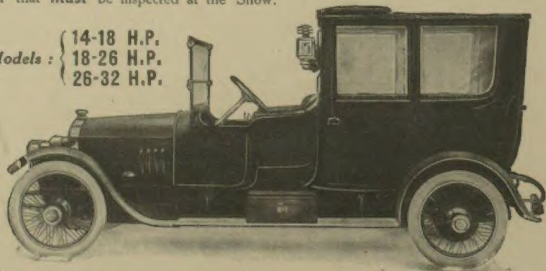
motorists as an exact replica of the Renault, so I need not say more than that the exhibit includes a 12-16-h.p. chassis and a luxurious limousine-landaulette on a 20-30-h.p. chassis. One important alteration, however, which I had almost overlooked, is that instead of the Renault "mandoline" type of change-speed gear, which was a feature of these cars, this has been replaced by the more conventional "gate" system. Coming to the "Valveless" car, an entirely new model, rated at 19.9-h.p., is shown, which is designed to replace the older 25-h.p. car. The principal feature of these cars is, of course, the two-stroke cycle motor which has achieved such marked success in this particular type. The "Valveless" exhibit is completed by a 15-h.p. polished chassis. Quite the most interesting part of the exhibit, inasmuch as it is a newcomer, is the Sava car, which comes to us from Belgium and looks all over to be a car of "class." There is just one unconventional feature about the motor of the Sava, which is that it has the exhaust valves mounted overhead and above the inlets. Otherwise it follows the lines of current practice very closely. I am told that it is a marvel of efficiency, and, taking that for granted, as it is distinctly reasonable in price, it ought to become popular.

Here is a car fit in every respect for the most exacting requirements of town and country service.

The SAVA

The Sava stands for all that is best in automobile engineering. It excels in efficient performance as well as in the beauty of its carriage-work. One cannot see it without being impressed by its striking design. Throughout the whole chassis there is unmistakable evidence of a master mind. Of its superior running qualities, reliability, and endurance there can be no shadow of doubt. In the Grand Prix d'Ostende the Sava covered lap after lap of the trying 476 miles course with astonishing regularity, its brilliant performance securing for it the Williams Cup and the Vanderlinden Cup. The Sava is a car that *must* be inspected at the Show.

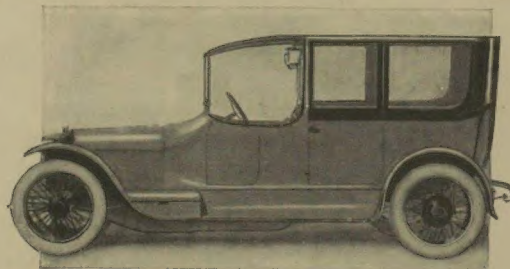
Models: 14-18 H.P.
18-26 H.P.
26-32 H.P.



For further particulars of Sava Cars write:
DODSON MOTORS, 34, Old Bond St., London, W.

Agents for Sava Cars in Australia:
Messrs. SMITH & DOWSON, Auckland, New Zealand.

THE CLASSIC CAR. METALLURGIQUE



26/50 h.p. Metallurgique with Van den Plas Torpedo Landaulette de Luxe.

A DIFFICULT PROBLEM.

You can only solve it by seeing our
STARTLING NEW MODELS

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A CAR FOR EVERYBODY!

Telegrams: **METALLURGIQUE, Ltd.** Telephone: 8574-5-6
"Lurique, London." 110, High Street, Manchester Square, London, W. Gerrard J.

The



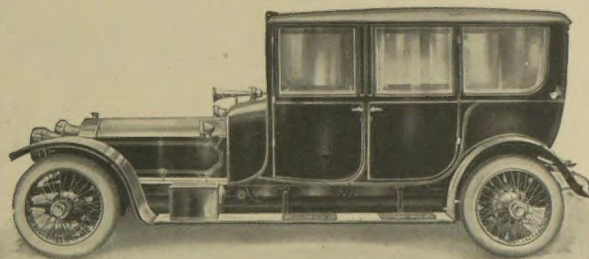
has set the standard in motor-cars for the World. Whether it be true advancement in Self-Starters (to the point of doing away with the starting handle), perfection in electric lighting, new ideas in ignition, as a criterion of value or the last word in complete equipment of all that is useful, the CADILLAC undisputably figures to-day as the Standard of the World.

The perfection of workmanship was proved by the Cadillac Standisation Test undertaken by the Royal Automobile Club, a test that no other manufacturer in the world has ever attempted, and is only equalled by the success of the Royal Automobile Club's Trials of the CADILLAC Self-Starting, Lighting and Igniting System.

These Tests set a standard that only a Cadillac could accomplish with success. May we send you further details?

We shall be pleased to see you at the
**Olympia Motor Exhibition,
Stand 109.**

F. S. BENNETT, Ltd., (Cadillac Motors, Ltd.)
CADILLAC CORNER, 219-229, Shaftesbury Av., London, W.C.
Telegrams: "Efaben, Westcent, London." Telephone: Gerrard. 9265 & 9266.



IN 1710, when Queen Anne was on the throne of England, the first Barker Carriage was built. It was of a very different appearance from that of to-day, but it had this point of similarity with the present Barker Motor-Body—it was in design, comfort, and careful construction the leader of its time. The ideal Car of to-day—a

BARKER BODY ON A ROLLS-ROYCE CHASSIS

BARKER & CO. (Coachbuilders), Ltd.,
Coachbuilders to H.M. the King.
London Retailers and Body Specialists for Rolls-Royce Cars.
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Stand No. 146 at Olympia.

LUXURY

K 272

The luxury of the present-day high-class motor carriage is exemplified in a striking manner in the 1913

Humber

Comfortable, roomy coachwork, handsomely upholstered and finished, and scientifically sprung, is combined with a most complete and refined equipment at a price which makes Humber the best value of any car on the market.

An inspection of the models on Stand No. 37, Olympia, will convince you of the strength of our statement.

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MANCHESTER: 31-33, Blackfriars St. SOUTHAMPTON: 27, London Rd.

The
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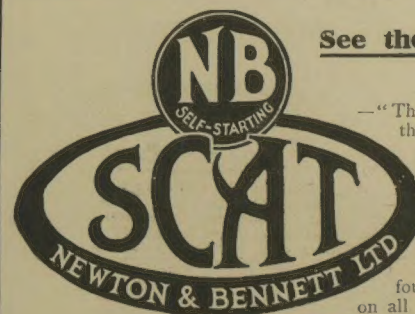
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